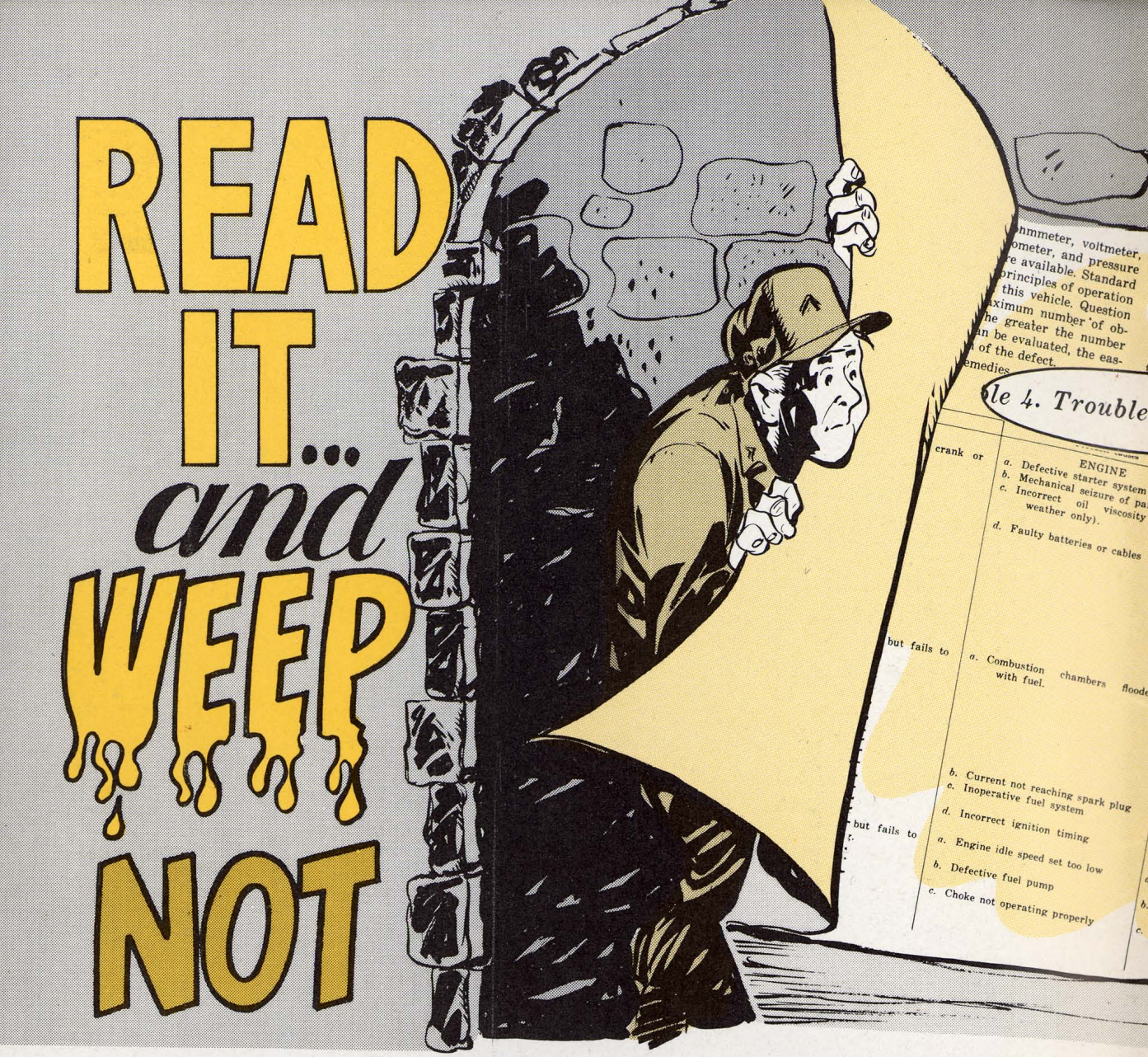
Issue 227
PS
1971 Series
October
THE PREVENTIVE MAINTENANCE MONTHLY
IF DUMDUM HAD TAKEN CARE OF HIS DRY CELL WE COULDA CALLED IN FOR HELP!!
IF BIRDBRAIN HAD DONE HIS REG'LAR PM ON HIS WET CELL, WE'DA BEEN OUTTA HERE!!!
Battery Care
see pages 29-36
Will Eisner



You can look at it two ways next time your NCO or other maintenance supervisor repeats words you already should have heeded, and undoubtedly know. . . .

Words like, "You shoulda read the TM" or . . . "Read the TM" . . . or "It's in the TM, Mastermind. Just turn the page!"

You can listen like it's coming from a record that's "in the groove."

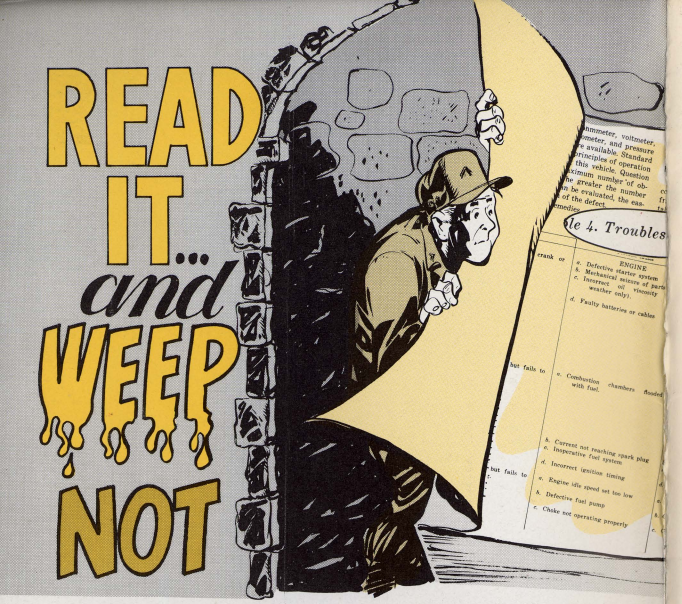
Or you can listen to it with a "broken record" attitude, like the words have lost all their meaning. This results in a communications gap — with immediate and sometimes explosive results.

Sad as it may seem, there are some operators and organizational maintenance men who get in a bind out in the boonies when their equipment quits, and are not even aware that the trouble-shooting charts in the TM would get 'em back in business quick.

What's even sadder, there's the occasional guy who doesn't even know the trouble-shooting charts exist!

Frustrated indeed are the maintenance

READ IT... and WEEP NOT



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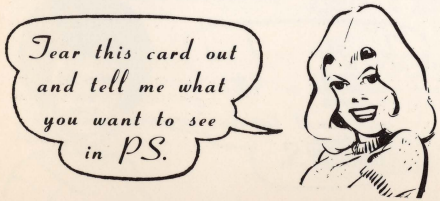
DEAR CONNIE OR BONNIE: I would like PS Magazine to run an article about (describe your organizational maintenance problem):

I am in ___ CONUS; ___ SEA; ___ Korea; ___ Europe; Other ___


Tear this card out and tell me what you want to see in PS.

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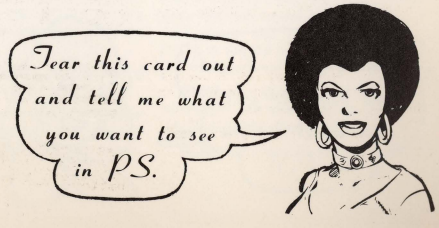

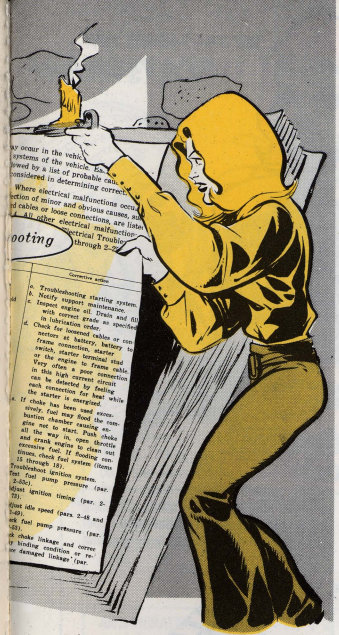

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Now, I ask you. . . .

The message, of course, is obvious: Read . . . and be all you can. And then heed — and do all you can.

Groovewise and PM-wise, you'll really be with it.

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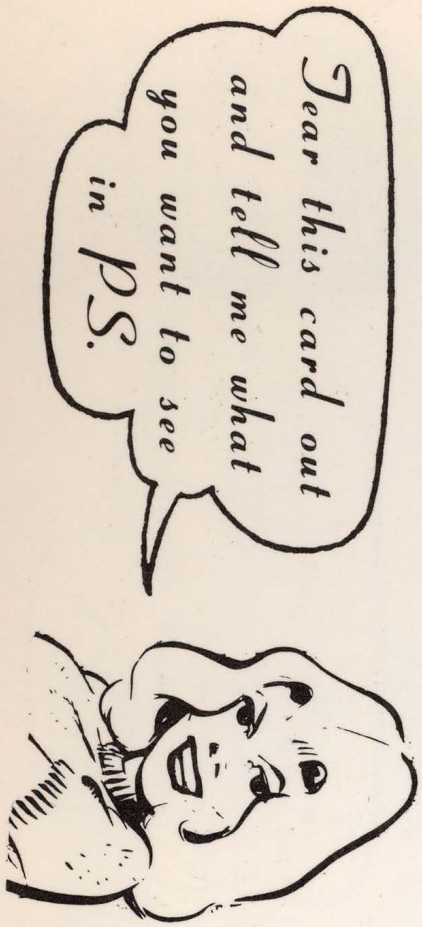

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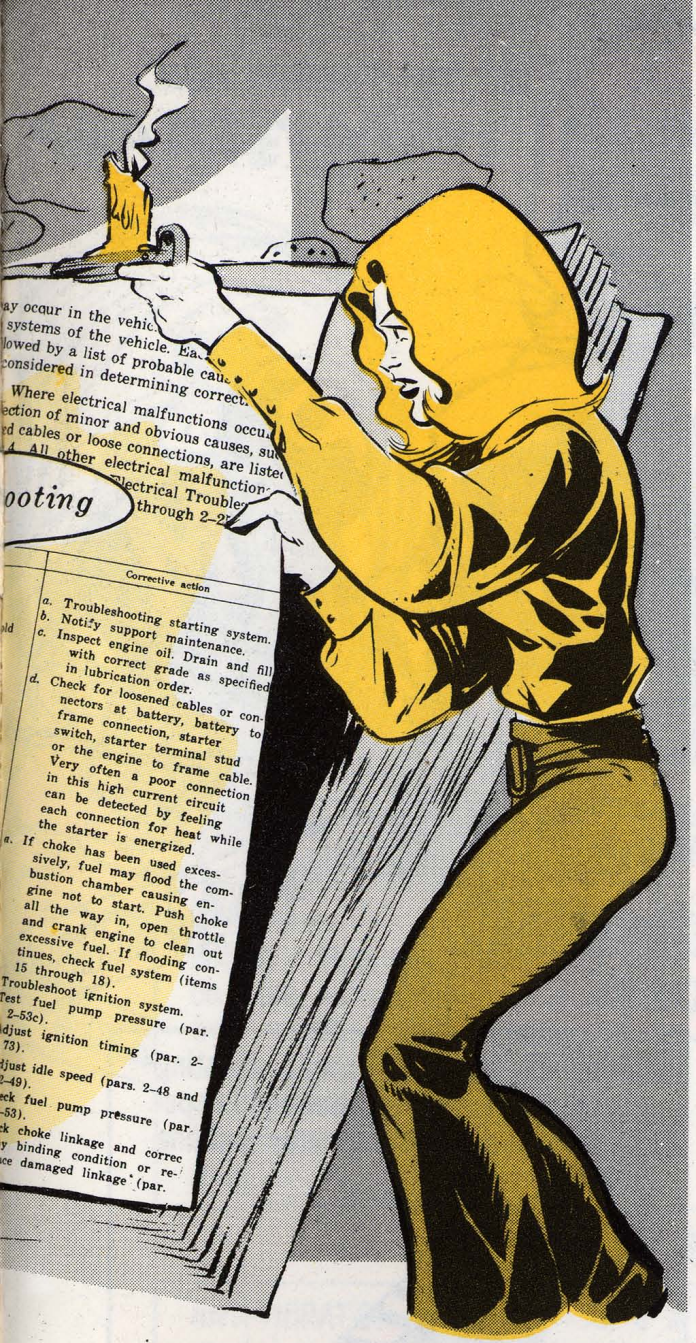

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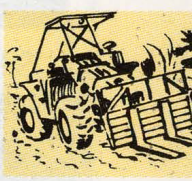

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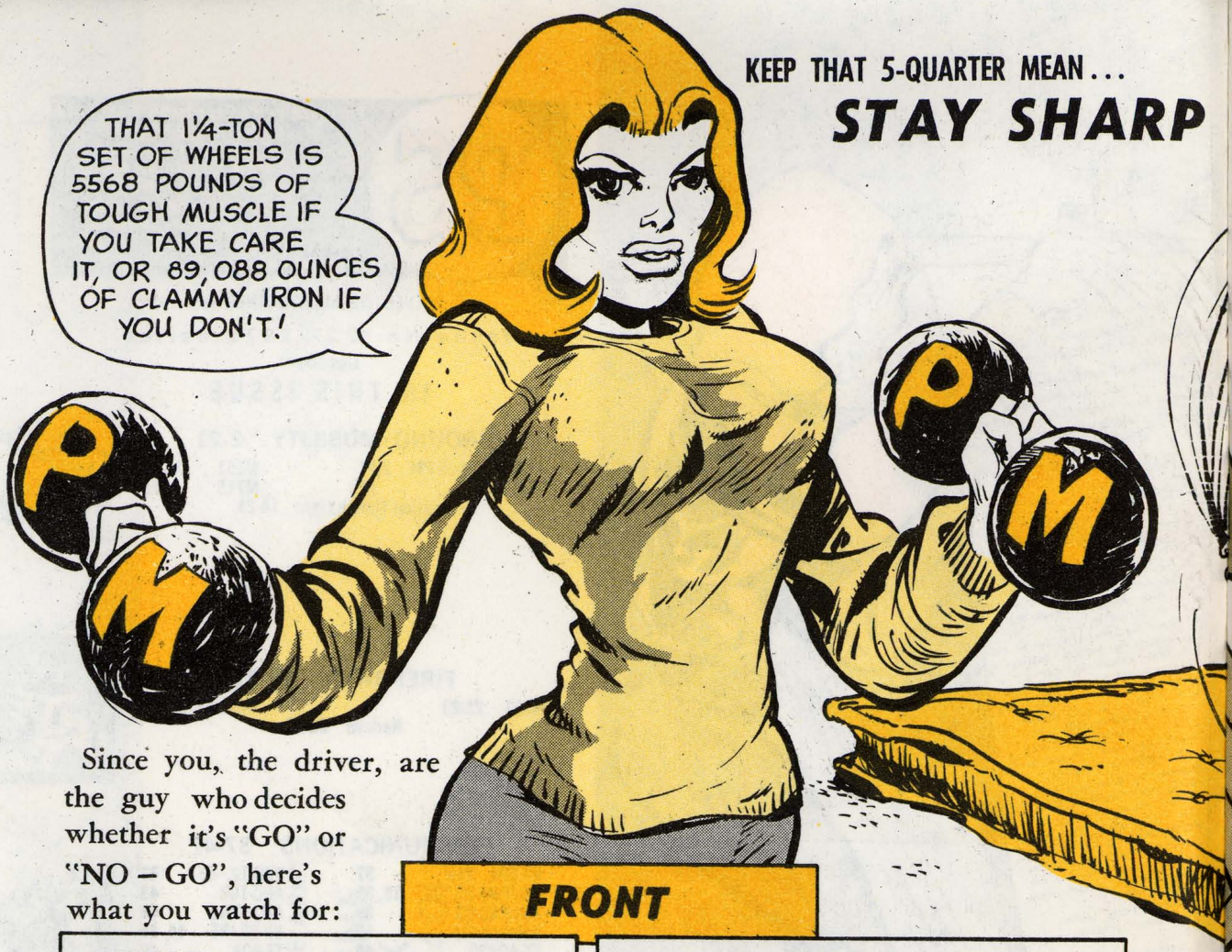
KEEP THAT 5-QUARTER MEAN...

STAY SHARP

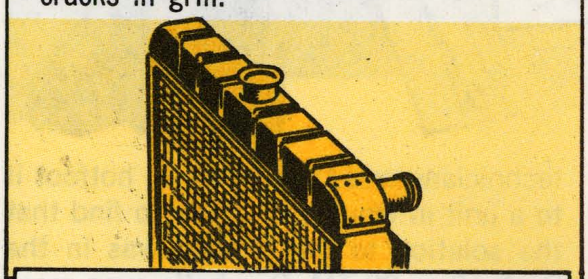


Since you, the driver, are the guy who decides whether it's "GO" or "NO – GO", here's what you watch for:

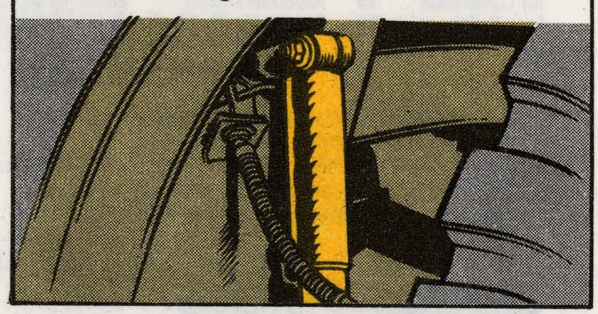
FRONT

SHACKLES— Stow behind bumper (except when used for towing) to keep from busting up both the shackles and bumper.

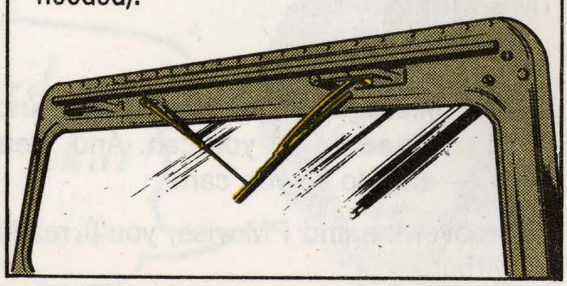
RADIATOR—Leaking, shell vibrating against core, mounts (lower right especially) cracking at corners; hairline cracks in grill.



SHOCK ABBSORBERS — Leaks, pins loose, bushings worn.



WINDSHIELD WIPERS — Should swing clear of each other (adjust 'em if needed).



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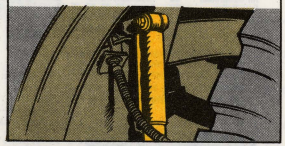

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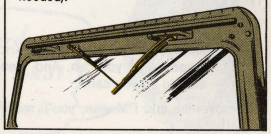
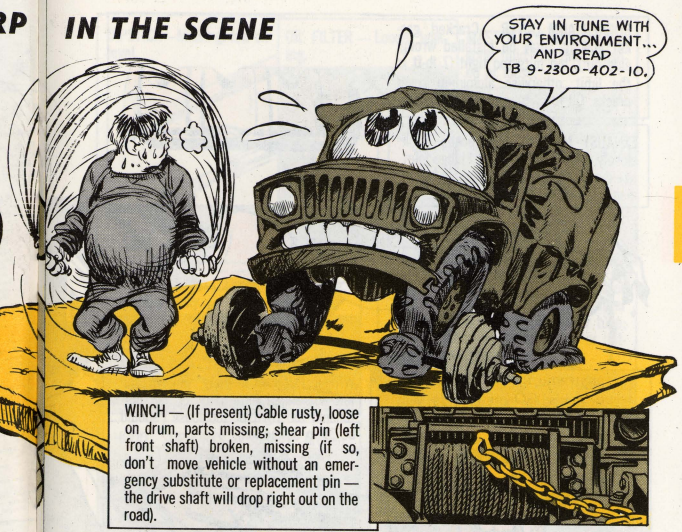


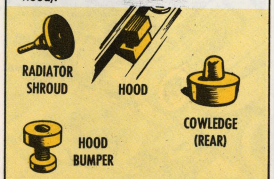
IN THE SCENE



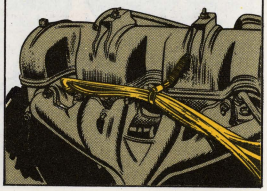
WINCH — (If present) Cable rusty, loose on drum, parts missing; shear pin (left front shaft) broken, missing (if so, don't move vehicle without an emergency substitute or replacement pin — the drive shaft will drop right out on the road).

UNDER THE HOOD

ANTI-VIBRATION BUMPERS — All 6 in good shape (1 at top of radiator shroud, 1 at each side of radiator, 1 on each side between hood and fender, 1 at rear of hood).

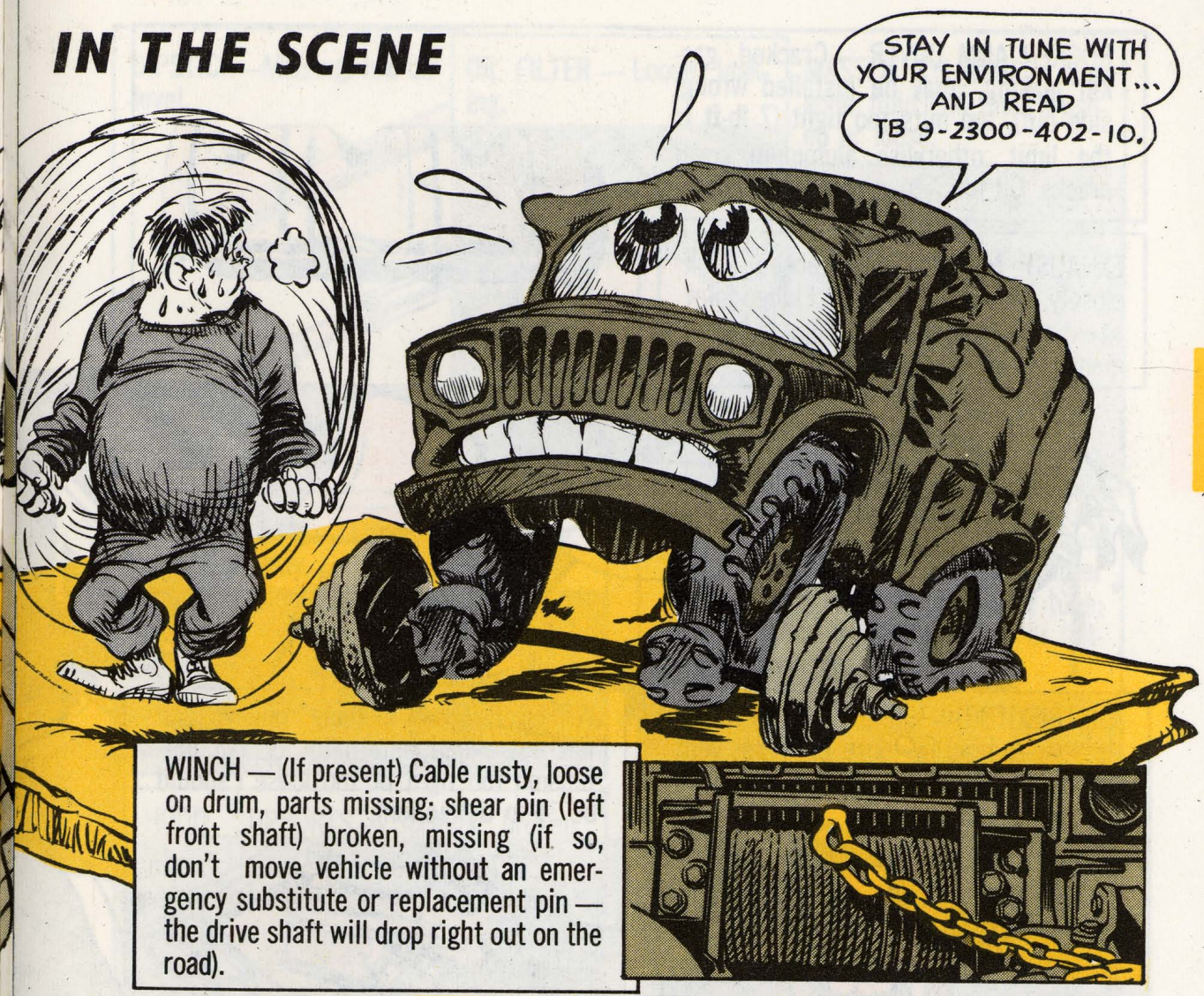


SPARK PLUG CABLES — Fraying, twisted, burning from touching exhaust (there're several ways to keep 'em up off manifold), hose clamps missing.



PS MORE

IN THE SCENE



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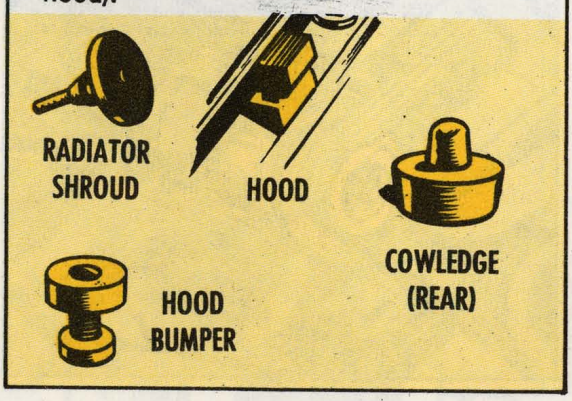

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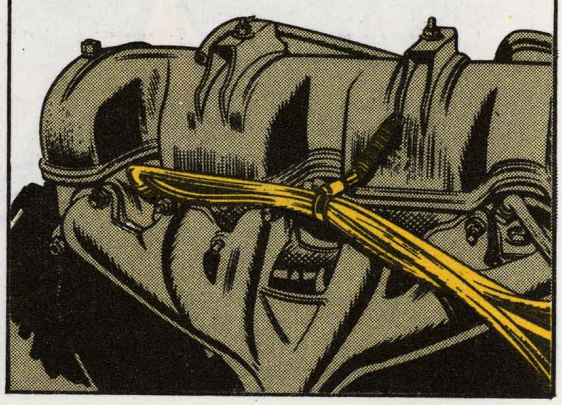
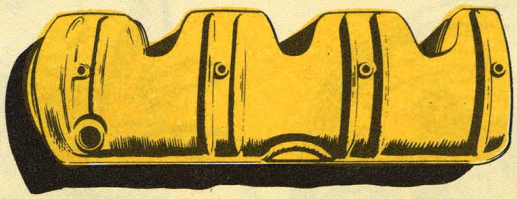
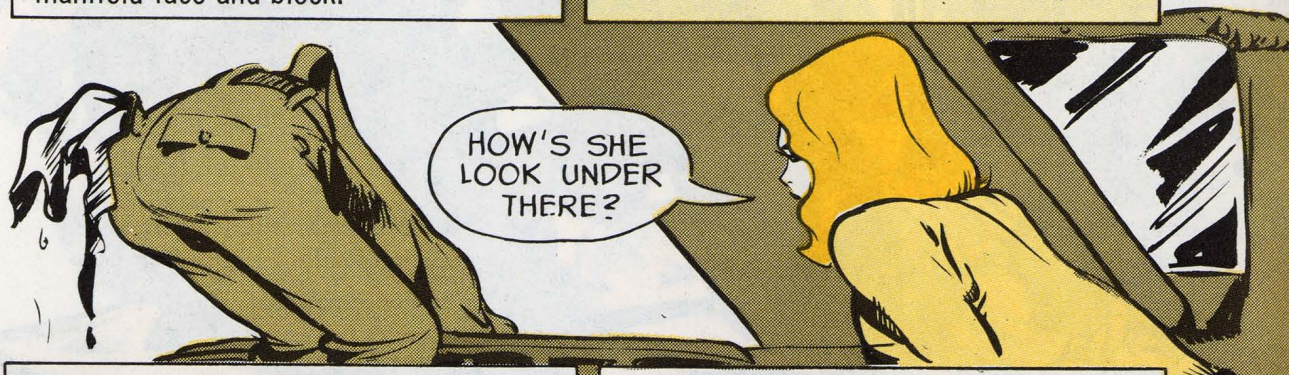


P.S MORE

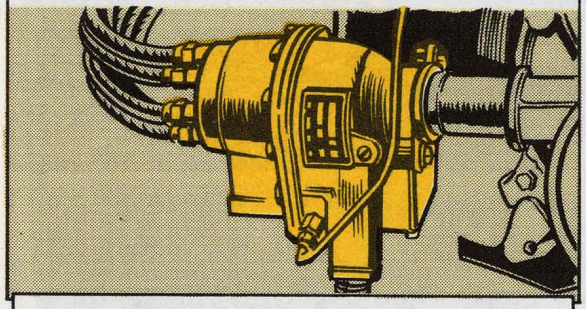
ROCKER ARM COVER — Cracked, gasket leaking, (may be installed wrong-side out), top nuts too tight (7 lb-ft is the limit, otherwise aluminum cover cracks. Oil filter tube cracked, loose.



EXHAUST MANIFOLD — Cracked (look closely, they could be tiny). Flange joint to exhaust pipe broken, leaking between manifold face and block.

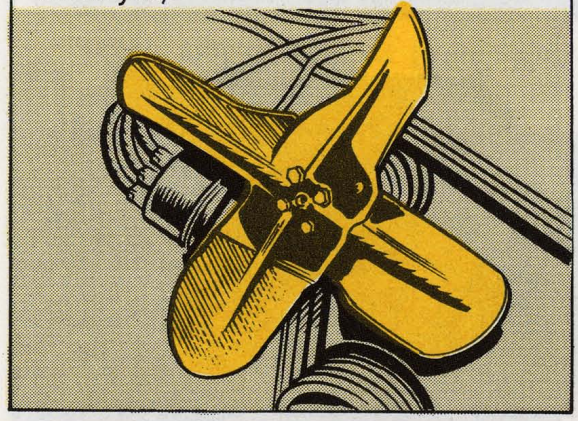


DISTRIBUTOR — Ignition leads frozen to top; cap screw loose on base; vent line loose, crushed; primary feed frayed.

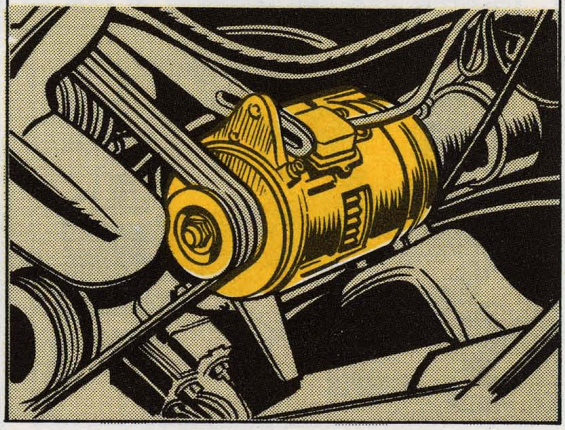


WATER PUMP — Leaking, pulleys and fan not alined, alternator or fan belt tension too tight or too loose (should be ½-in deflection).

FAN — Bent, hitting radiator or shroud (a ticking sound under acceleration clues you).

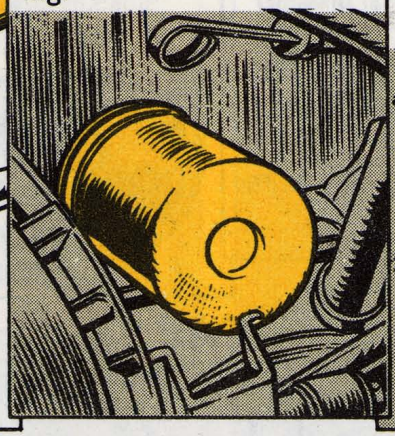


ALTERNATOR — Pulley chipped, wobbly; dirty, leads fraying.

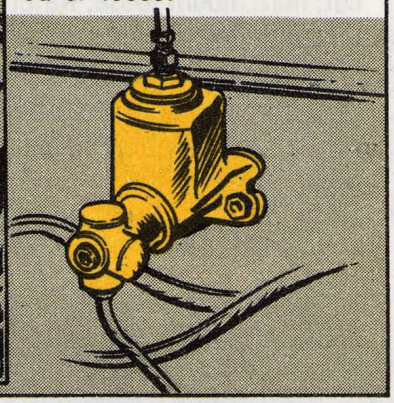


DIPSTICK—Missing, low oil level.

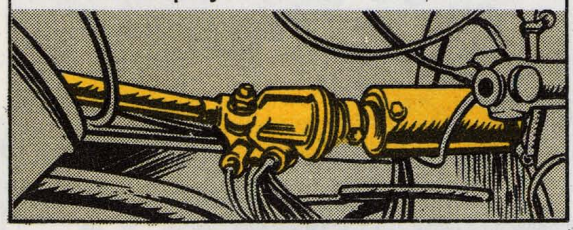
OIL FILTER — Loose, leaking.



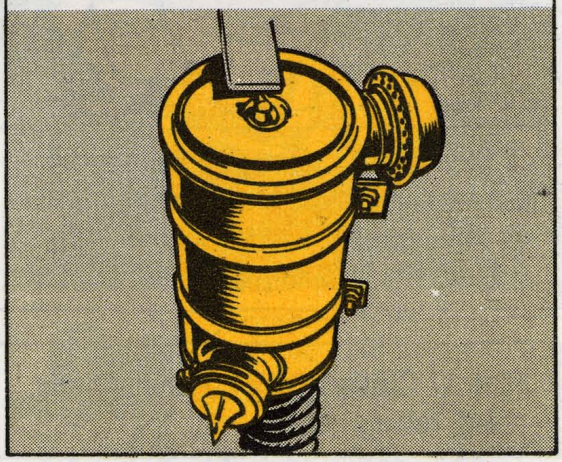
MASTER CYLINDER— Cap gone, fluid leak, lines crushed or loose.



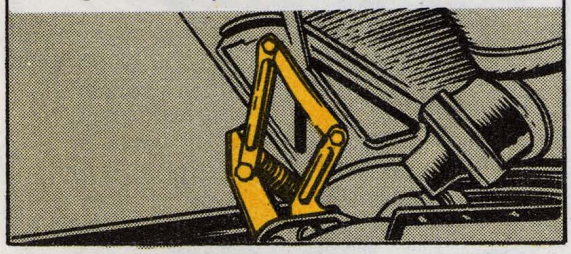
STEERING LINK — Loose, boot missing, too much play.



AIR CLEANER — Disconnected power train breather line, fuel pump breather hose, or master cylinder breather tube; flexible air tube cut, loose; top or bottom clamps loose.

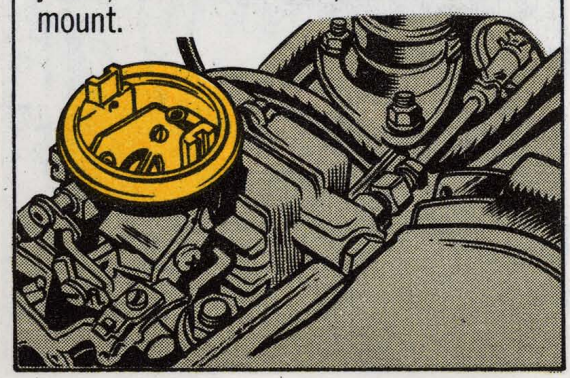


HOOD SUPPORTS — Springs broken, hinges bent, pins sticking or worn.



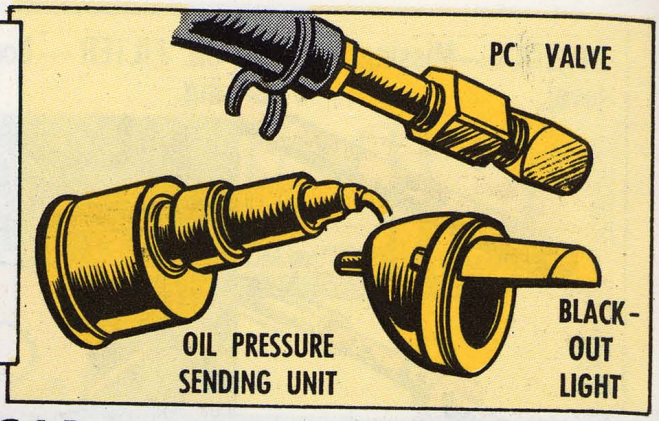
HEATER — (If so equipped) harness, fuel/control lines loose or broken, blower loose on mount.

CARBURETOR/MANIFOLD — Fuel leaking, linkage loose or broken; vacuum advance sticking; manifold cracked at joints, stud nuts loose; carb loose on mount.

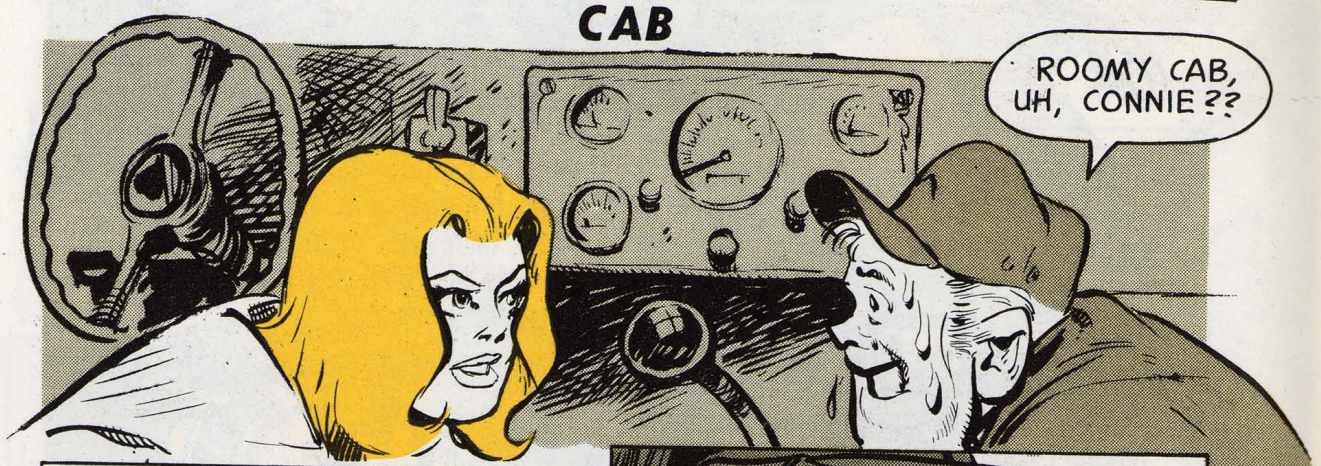


PS MORE

OTHER — Wire to blackout marker lamp broken or cut; horn harness broken/cut; horn mount loose; water temp sending unit line frayed, cut, transmission breather line crushed, bent; PCV valve line disconnected, damaged; oil pressure safety switch/sending unit wire broken, frayed.

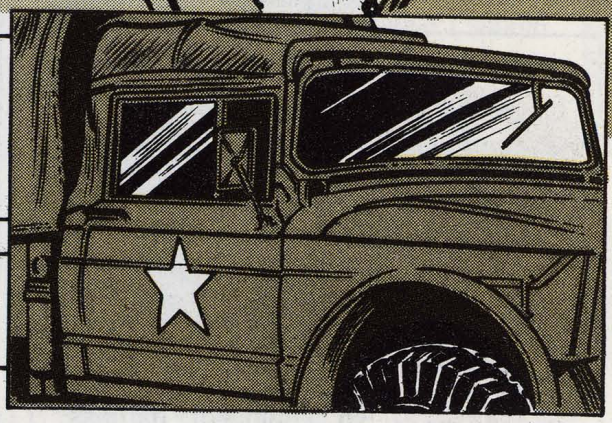


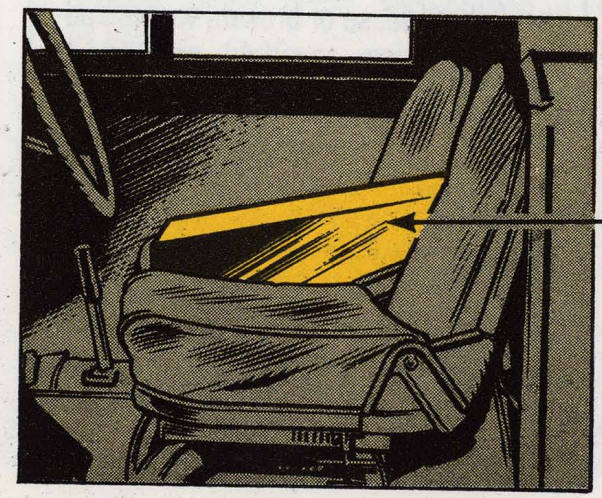
CAB



DOORS—Panels damaged; handles broken/sticking; glass broken, loose; latches not working, hinges bent or loose; rust or cracks showing.

TOP — Canvas torn, seams ripping, holed, rotting, loose.

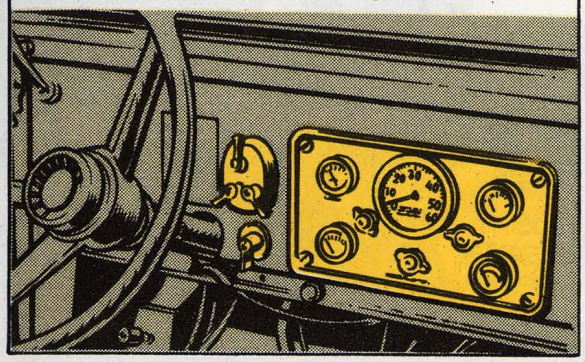




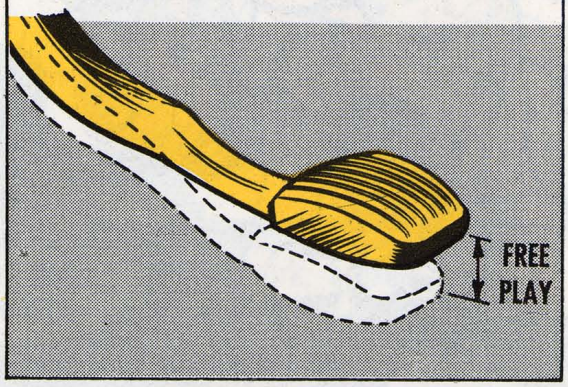
SEATS — Torn, loose, cut, bent.

BATTERY BOX COVER — Corners rough, edges cut so as to endanger operator's hands. (If someone has switched the cover end-for-end to make a 3rd seat, switch it back — only 2 men are allowed to ride in the cab. Besides you can rack up your arm on that cover in the wrong position.)

CONTROLS — Switches loose, broken, handles missing; handles unserviceable, handbrake linkage sticking or loose.



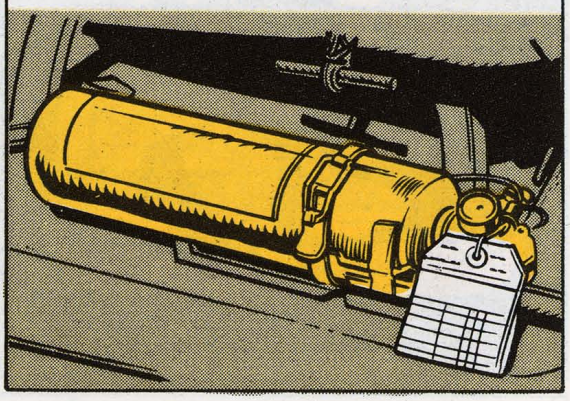
BRAKE PEDAL — Check free travel; — ½ inch is right, 1 inch is too much.



MIRRORS — Cracks, dirt, loose brackets.

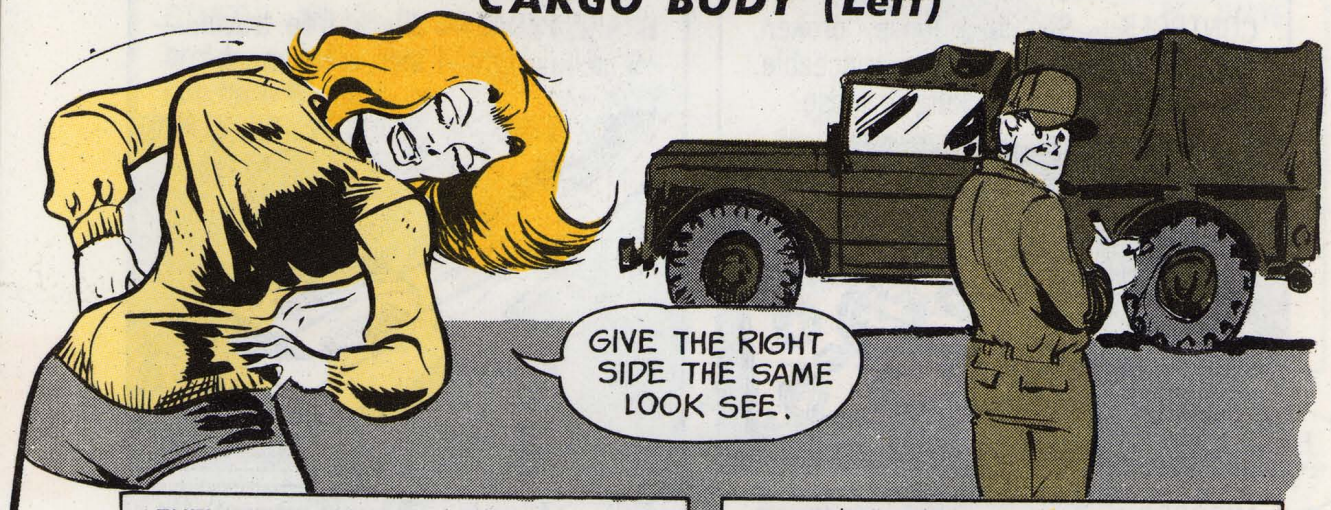
WINDSHIELD — Glass pitted, 'frosting," cracked; gasket (rubber that holds windshield in frame) cracked, cut, loose.

FIRE EXTINGUISHER — (If present) Unsealed, discharged.

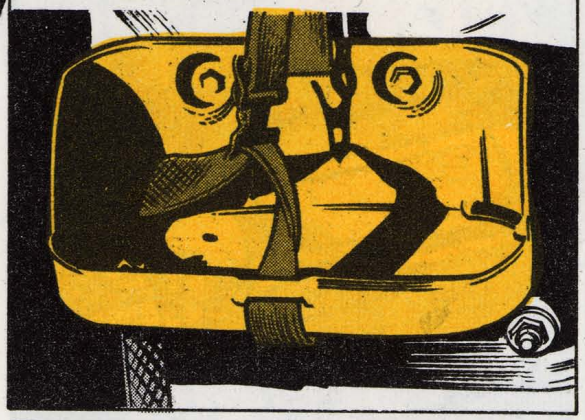


PS MORE

CARGO BODY (Left)



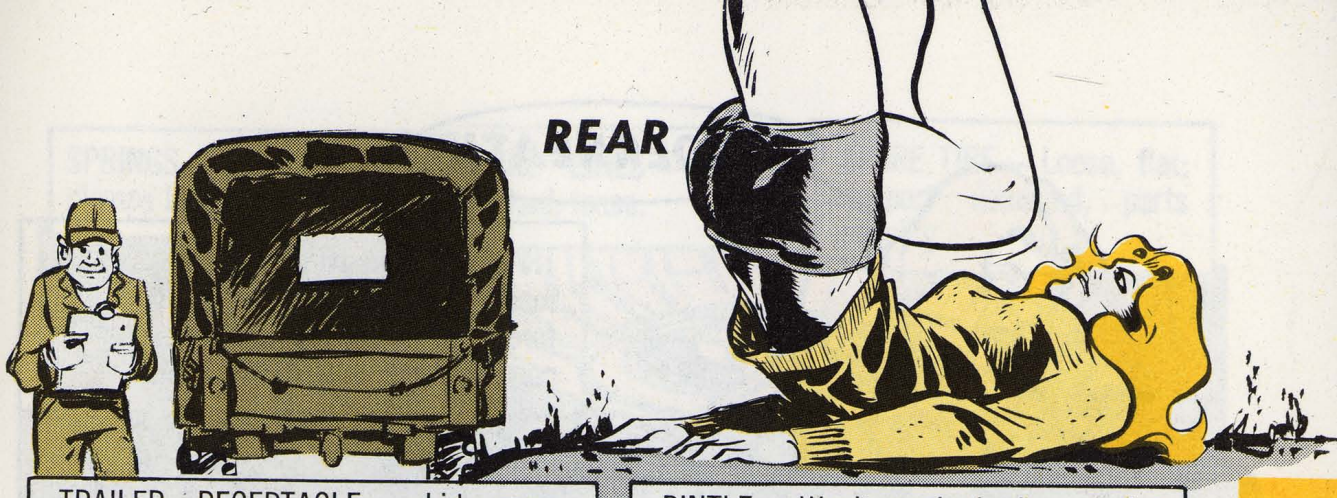
FUEL CAN MOUNT — Straps broken, missing, bracket loose.



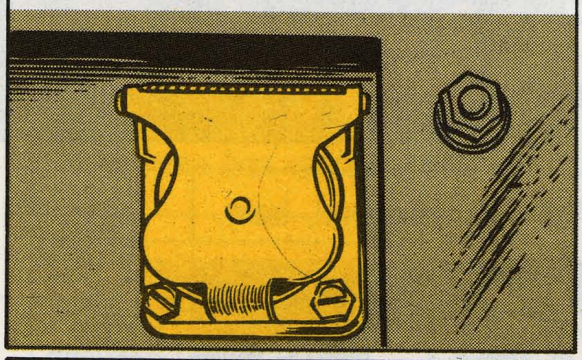
PANELS — Canvas tiedowns broken, missing; tiedown lines dangling; cracks in metal, deep dents or rust showing.

TANK FILLER — Cap loose, clamps loose, leaky. (Take a **special** check if you have the M725 ambulance: Check clamps top and bottom — if **any** fuel moisture shows, that's too much. Then get in the rear body, remove litters and cushions, and scan the seams inclosing the filler neck — if you see any fuel seep, report immediately. While you're there, eyeball the heater fuel pump to be sure it's living right.)

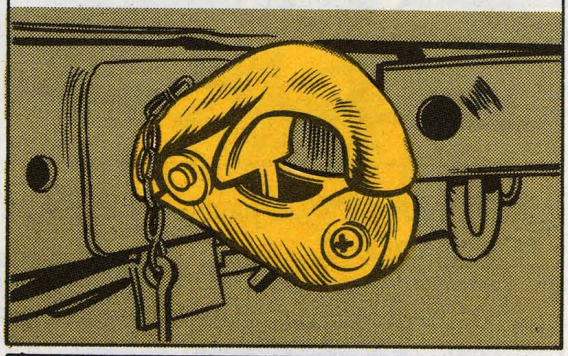
WHEELS — Lug nuts (need 300 lb-ft torque) loose, missing, studs stripped; air-drop eyes damaged; pressure too low/high; tires cut, worn to fabric; wheel discs twisted out of line, rims out of round or badly bent.



TRAILER RECEPTACLE — Lid gone, spring out; gasket missing, assembly dirty, corroded.

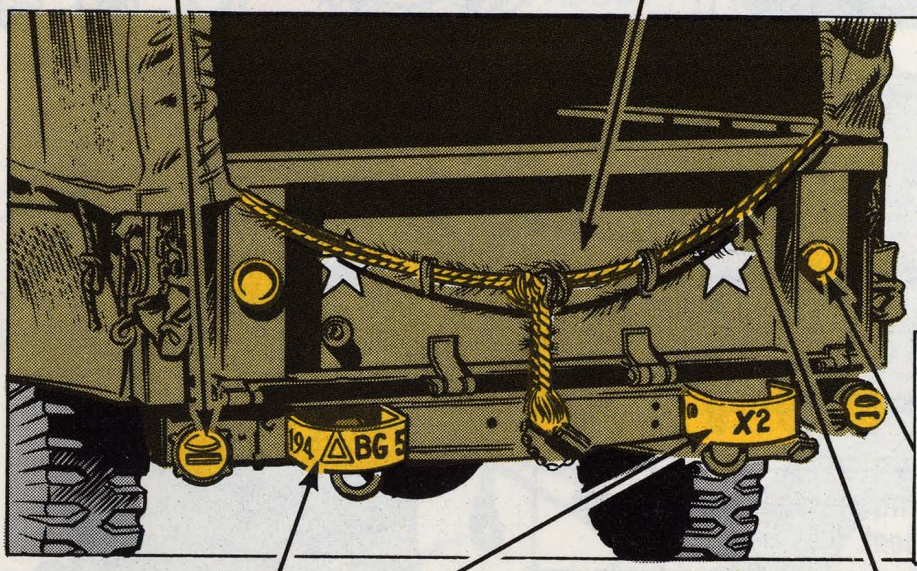


PINTLE — Won't work, broken, spring or pin stuck, unlubricated, won't swivel.



COMPOSITE LAMPS/TAIL LIGHTS — Lenses broken, lamps missing, gaskets hardened and cracked (see operating tips).

TAILGATE — Chains broken, panel bent, rubber bumpers gone, hinges sticking, bent; rusty.



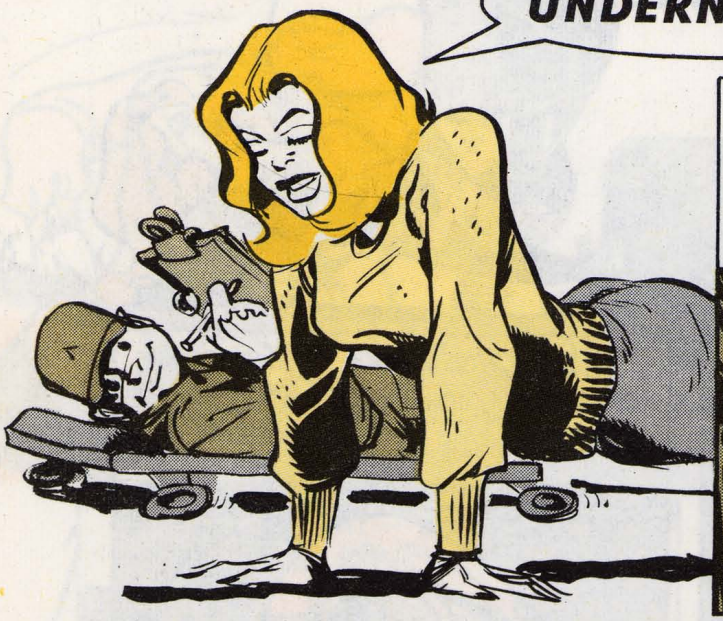
REFLECTORS, MARKERS — Broken, missing, loose, mud-caked.

BUMPERETTES — Bent, rusty; shackles missing, pins stuck.

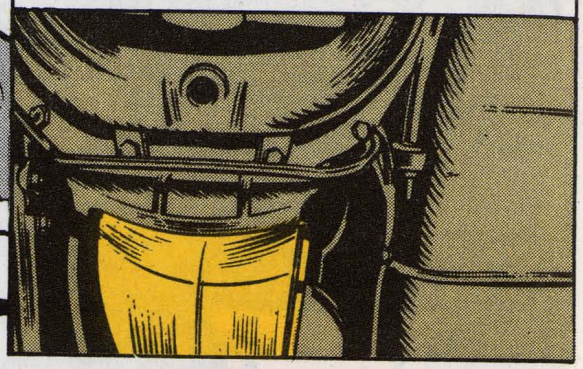
FITTINGS — Cargo tiedowns bent, missing, loose rope ends fraying.

P.S MORE

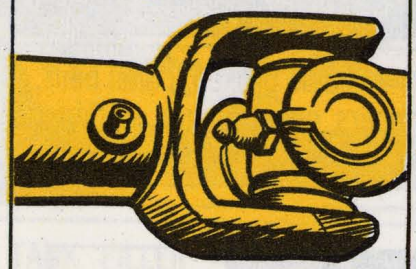
UNDERNEATH



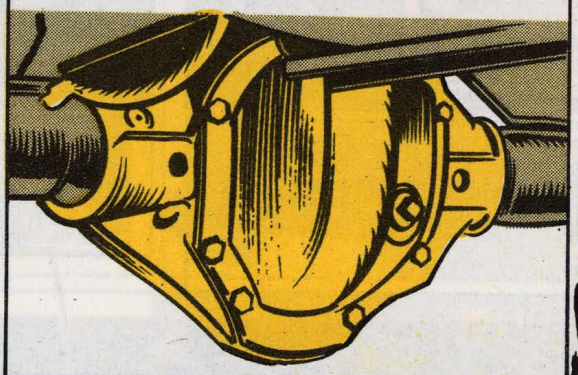
TRANSMISSION-TRANSFER — Bolts loose, leaking (slight drip from the fording plug hole in bell housing is normal); lube level low in case.



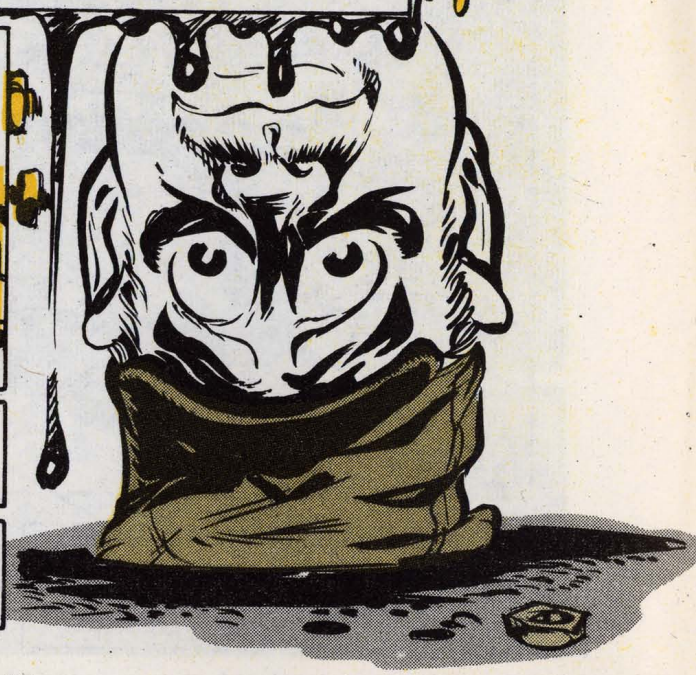
DRIVE SHAFTS — U-joints rattling, unlubed.



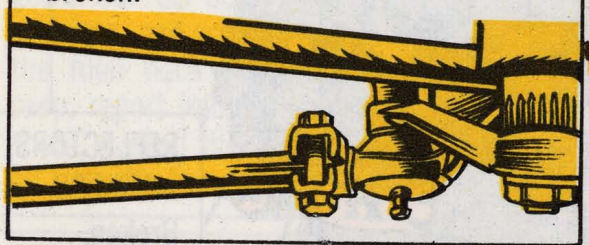
DIFFERENTIALS—Low lube level, leaky.



ENGINE OIL PAN — Dripping, plug loose.



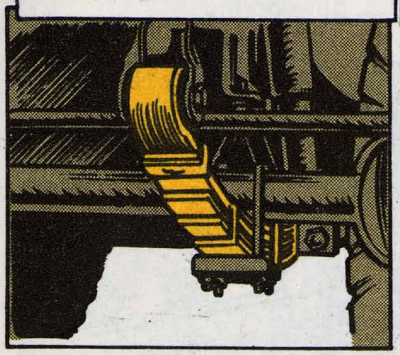
STEERING — Pitman arms, idler arms, shafts loose; grease fittings missing, broken.



FRAME — Bent, cracked, support arms breaking or bent.

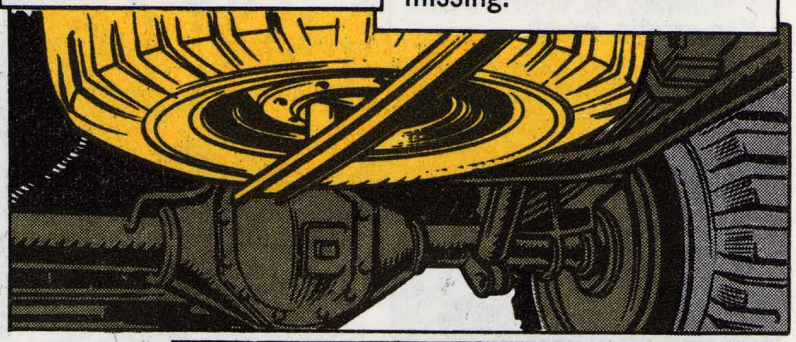
SHOCKS — Drip showing on lower end; broken.

SPRINGS — Leaves broken; clamps loose.

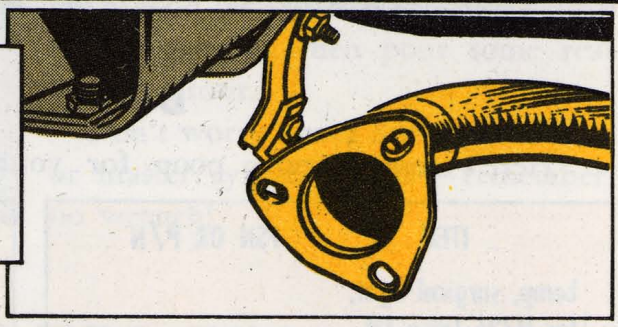


BRAKE LINES — Broken, crushed, loose.

SPARE TIRE — Loose, flat; support damaged, parts missing.



EXHAUST SYSTEM — Pipe cracked at turns; clamps missing, broken; holes in muffler; tailpipe rusted thru; U-bolt clamp loose (see operating tips).



GAS TANK — Mud or stones on top; support straps or tank bottom gashed, dented.

TOOL BOX — Holes; fastener broken; lid gasket missing; tools missing, broken.

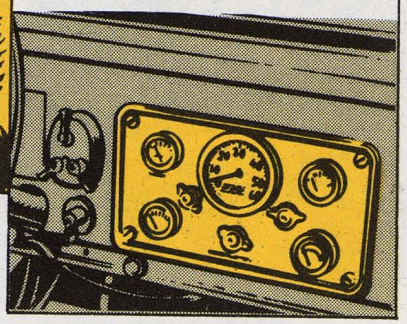
PS MORE

OPERATING

STARTING — Starter button loose on mount, ignition erratic, rough.

LIGHTS — All working.

INSTRUMENTS AND GAGES — All working.



BONUS INFO

Here's some supply poop for your 5/4 that may be hard to find:

ITEM	FSN OR P/N
Lamp, surgical light, for M725 (also XM 737)	6240-295-2421
Lens, surgical light, for M725/XM737	6220-368-4940
Washer, rear cowl	P/N 11657222
Pin for washer, cowl	P/N 11640866
Boot, steering shaft	P/N 65909-940583

ITEM	FSN OR P/N
Tire Chains	2540-054-0022
Spotlight, Maintenance Truck M726	P/N 6500-KJ(78977)
Wrench, bearing nut (both front & rear)	5120-168-2286
Jack assy w/handle	5120-403-0953
Wrench, socket (lug)	5120-168-2345

M726 SPOTLIGHT BRIGHT

If you bust up the spotlight on your M726 1¼-ton telephone maintenance truck, don't try to get replacement parts. Order a whole new unit by exception-data request. Use P/N 6500-KJ, Mfr. Code 78977. RIC is B24.

Or you can local-purchase (per AR 715-30) direct from Unity Mfg. Co., 1260 Clyborn Ave., Chicago, IL. 60610. Use the same PN and Mfr. Code.

The FSN for "spotlight" in your TM 9-2320-244-20P (Oct 68) just gets the wrong item, so forget it.

FINGER-TIGHT—BUT T-I-G-H-T!

The brake master-cylinder plug on the M151-series ¼-ton trucks should be installed only finger-tight.

A lot of guys've been messing up the plug and cylinder by turning it down too hard with a wrench. Sometimes the whole works has to be replaced with a brand-new cylinder.

When you finger-tighten that plug, get a good grip on it with your thumb and finger and then pour some real muscle into it.

Don't worry about hurting the plug or master cylinder. And—remember, no wrench!

1¼-TON TRUCK . . .

AIR CLEANER FIX

Dear Half-Mast,

We're using up an awful lot of those air cleaner-to-carburetor clamps on our M715 1¼-ton trucks.

It's hard to keep the air cleaner snug on the carb, so the guys really put the muscle to that thumb screw—and this strips the threads.

So, what's the answer?

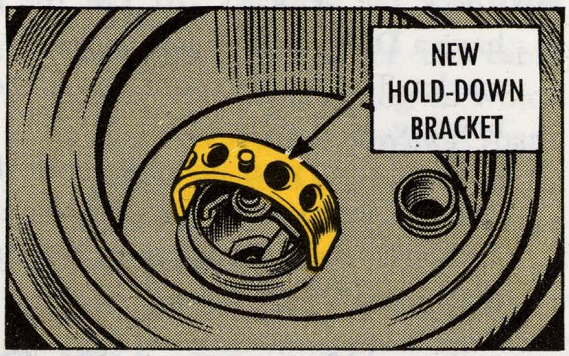
CW3 M. L. R.

Dear Mr. M. L. R.,

The answer to this problem came out in TB 750-981-2 (Apr 70), Article 45. With this poop, you don't even need that clamp.

You can fabricate a hold-down bracket and a bail-and-stud that'll keep your air cleaner tight on the carb.

Or, instead of making your own bail-and-stud part of this deal, you can get a ready-made job from the manufacturer. Your support asks for Part No. 945264 at your local Jeep parts supplier, or write to American Motors,



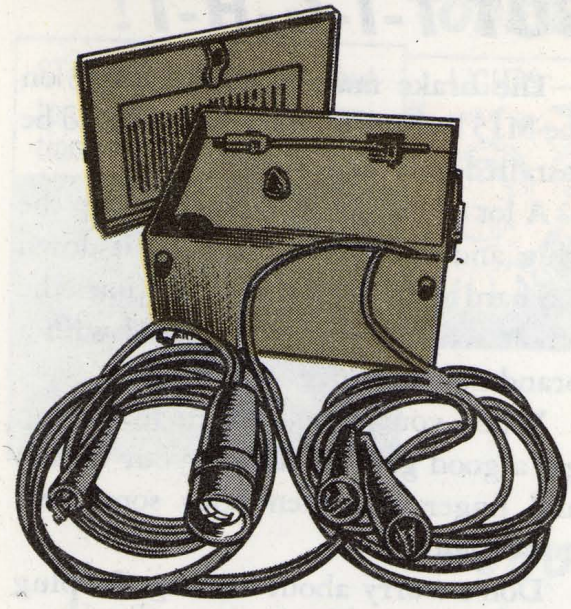
General Products Division, Jeep Corporation, 701 W. Chippewa Ave., South Bend, IN 46623.

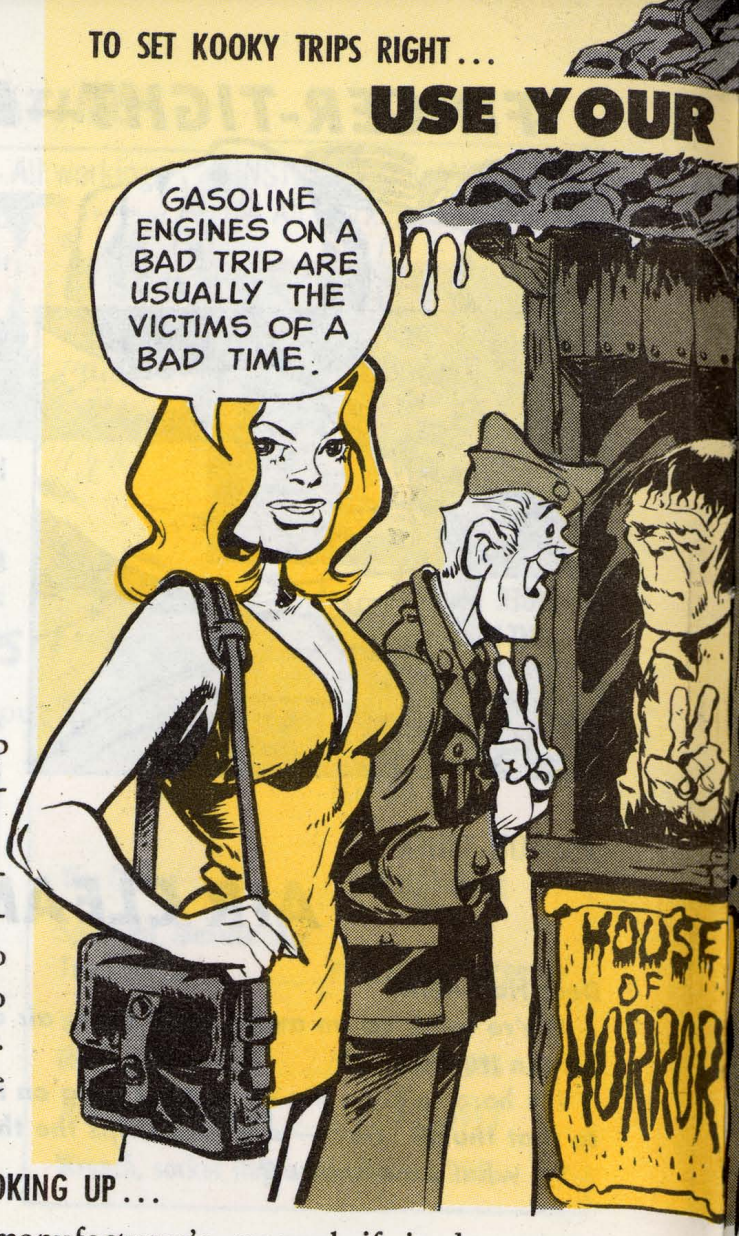
For this "local purchase," you'll need your CO's nod and you'll use AR 715-30 (Mar 65) as authority.

Half-Mast

TO SET KOOKY TRIPS RIGHT...

USE YOUR





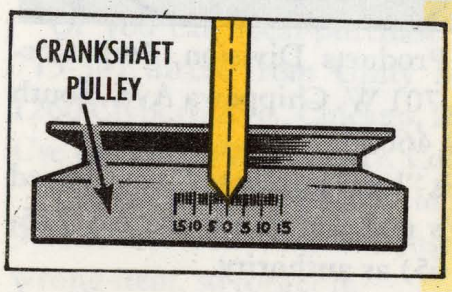
The ignition timing light can keep an engine purring instead of on dead-lines.

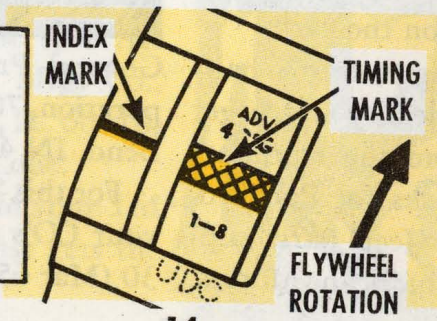
The timing light, FSN 4910-937-5724, is in every organizational Automotive Common Tool Set — waiting to do the job. But it needs a groovy cat to hook it up and put it thru its paces. Here's the way you go about putting the timing right.

BEFORE HOOKING UP...

1 Check the vehicle's -20 TM (or manufacturer's manual if it does not have a DA-type manual) for timing instructions and location of the timing marks. The marks could be on the damper, crankshaft, pulley, flywheel housing, ring cam, etc.

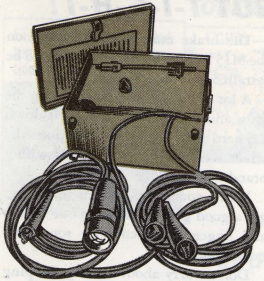
What does your pub say about the vacuum line to the distributor? If it's to be removed, make certain you tape over the opening next to the intake. Although the light is pretty bright, it's best to position the vehicle so the timing marks are shaded.





TO SET KOOKY TRIPS RIGHT...

USE YOUR TIMING LIGHT



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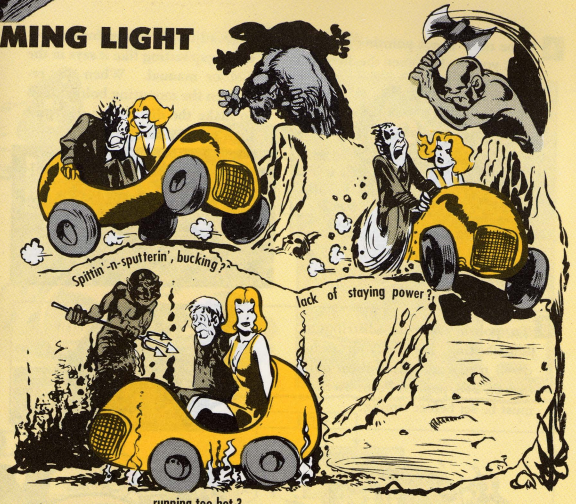

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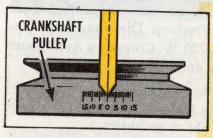
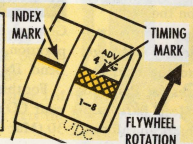
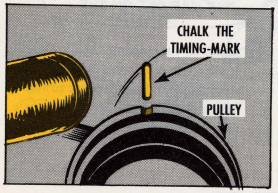




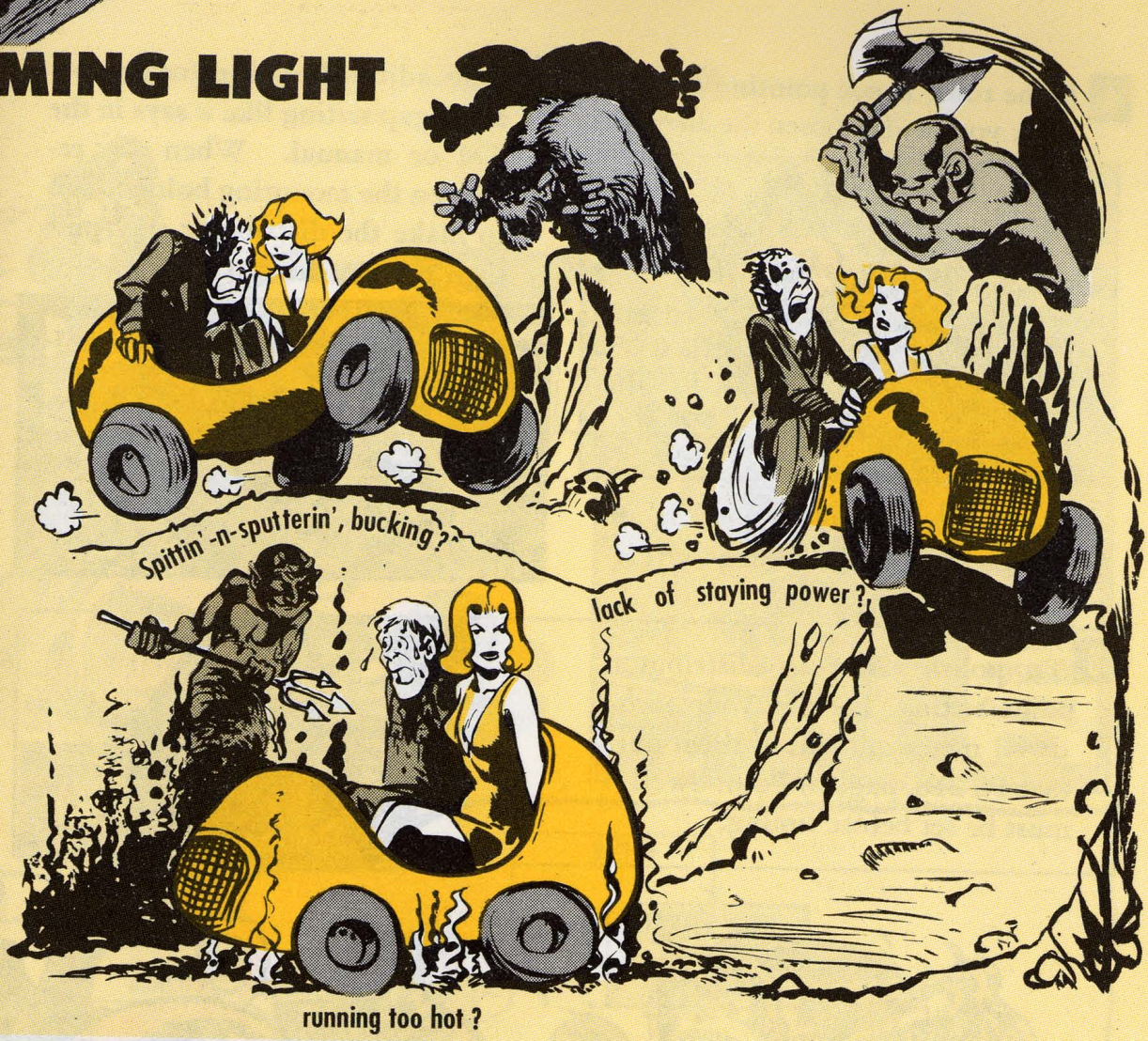
2 Get someone to tickle the starter until the rotating timing mark comes in sight. Clean and chalk it. If the pointer or stationary mark is hard to see, chalk it too. Match the marks as close as possible.



3 If you're not certain whether the distributor rotor is positioned correctly on the distributor base, mark the position of the cable going to the spark plug on which the timing is made. On most spark ignition engines this would be the No. 1 spark plug. Now remove the distributor cap.

PS MORE

TIMING LIGHT



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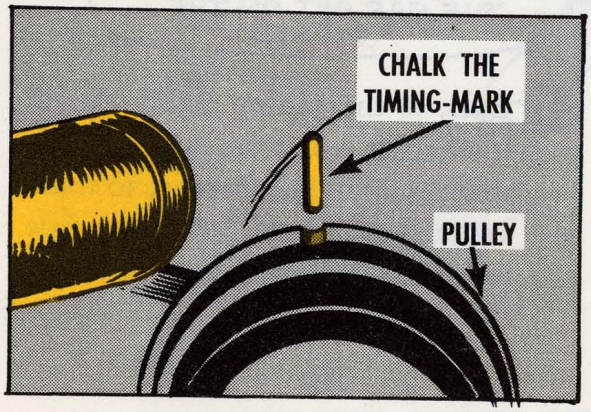

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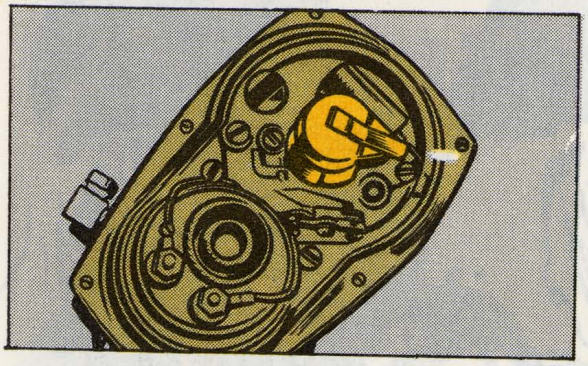
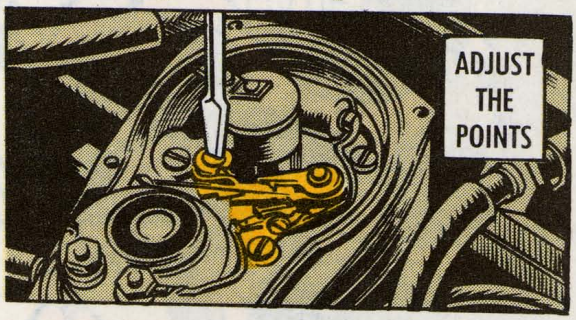
PS MORE

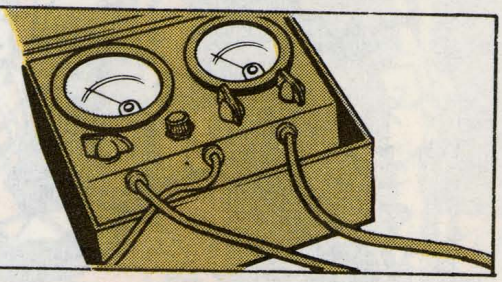
4 If the rotor is not pointing to the mark you made, loosen the distributor plate bolt — not too much, and turn the whole distributor until it does.

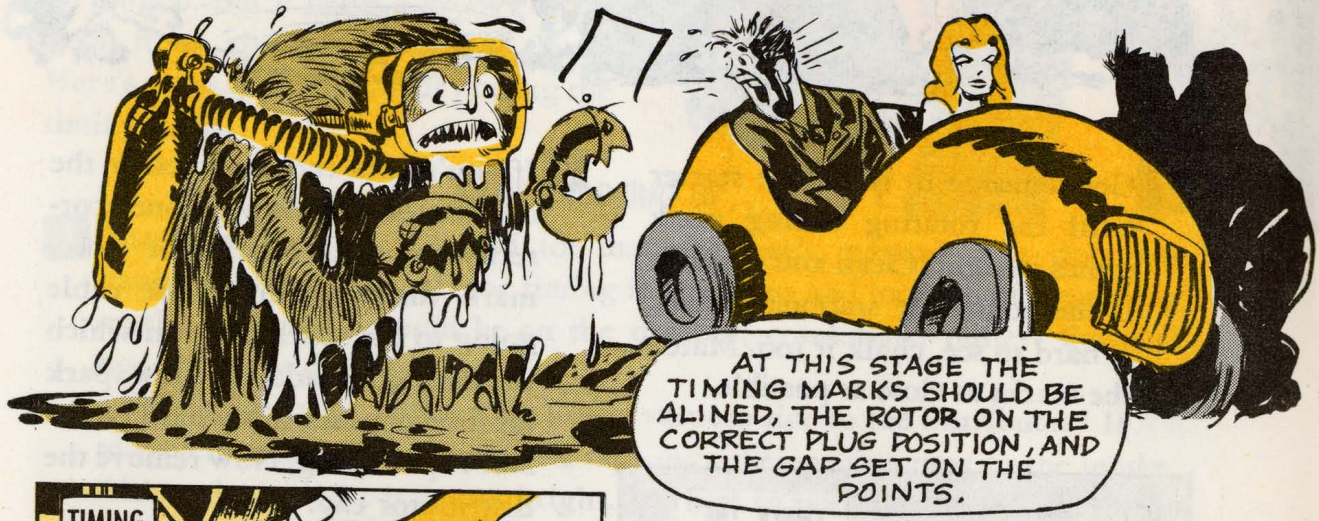


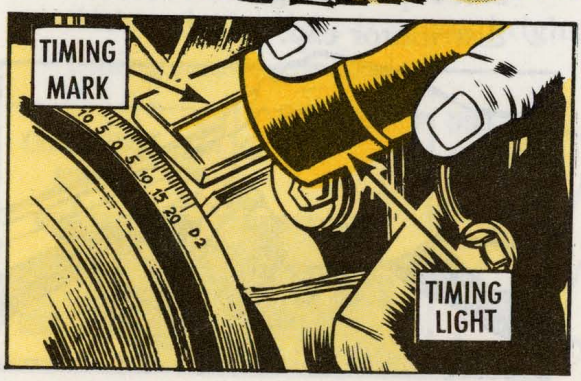
5 Now adjust the points for the specified gap setting like it says in the TM or manual. When set, retighten the mounting bolt enough to make the distributor stay put; then replace the cap.



6 To polish off your distributor point setting, hookup your tach-dwell meter and check them out. (See PS 218, page 6) Point dwell must be set before timing.

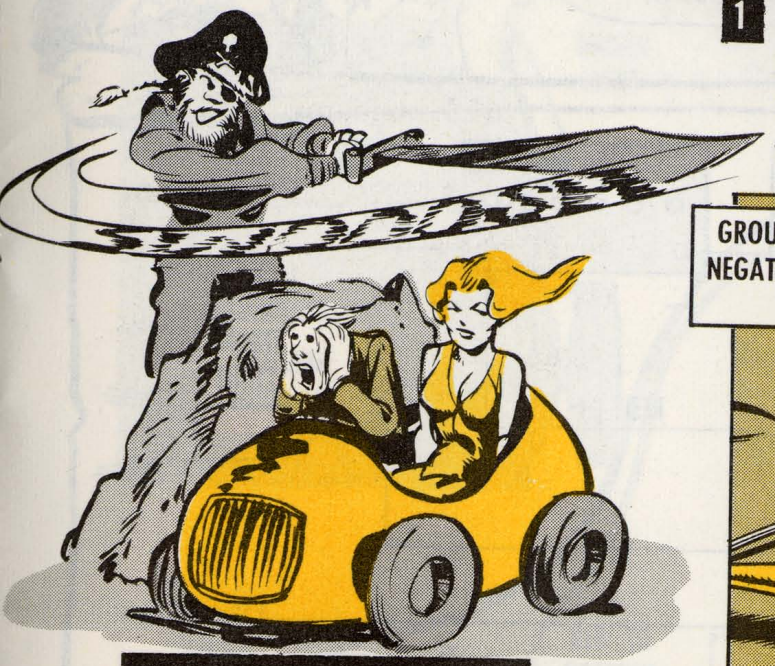




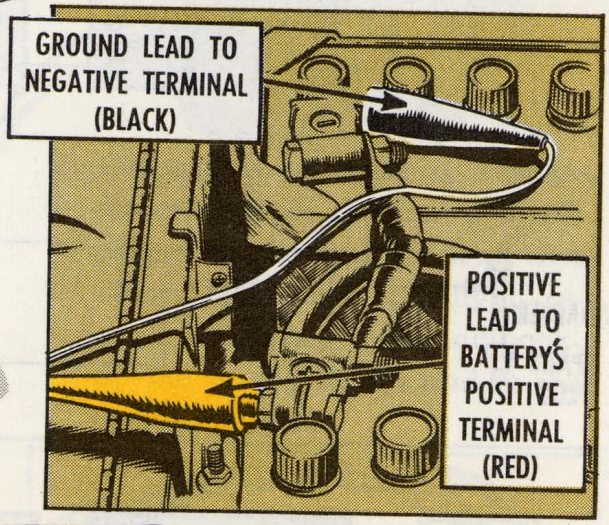


7 Back to the timing light — place it where it won't fall while you're working. Find a safe place to stand and a spot to hold the light while it flashes on the damper — clear of the whirling fan.

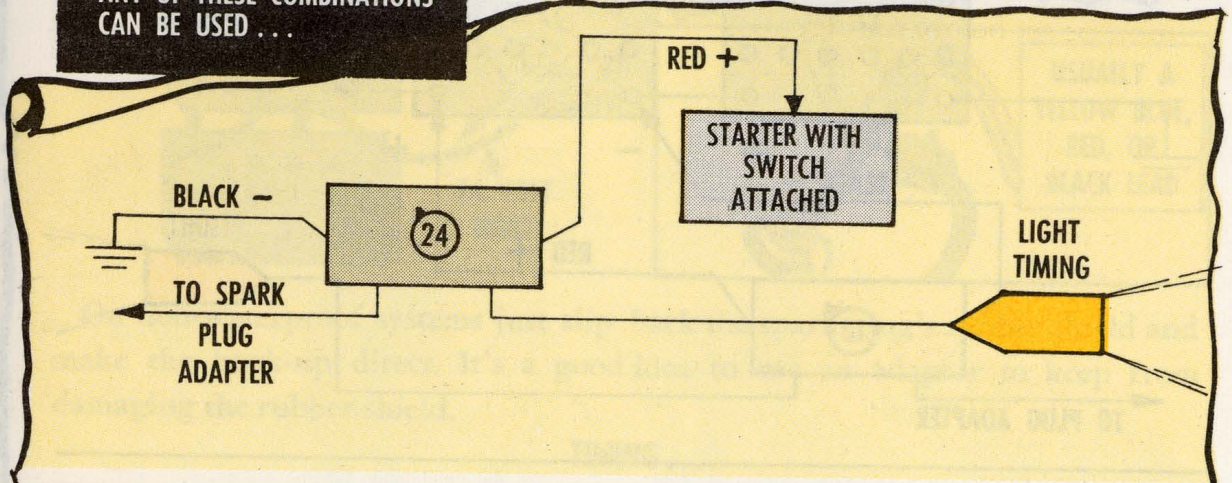
TIMING LIGHT HOOK-UP . . .

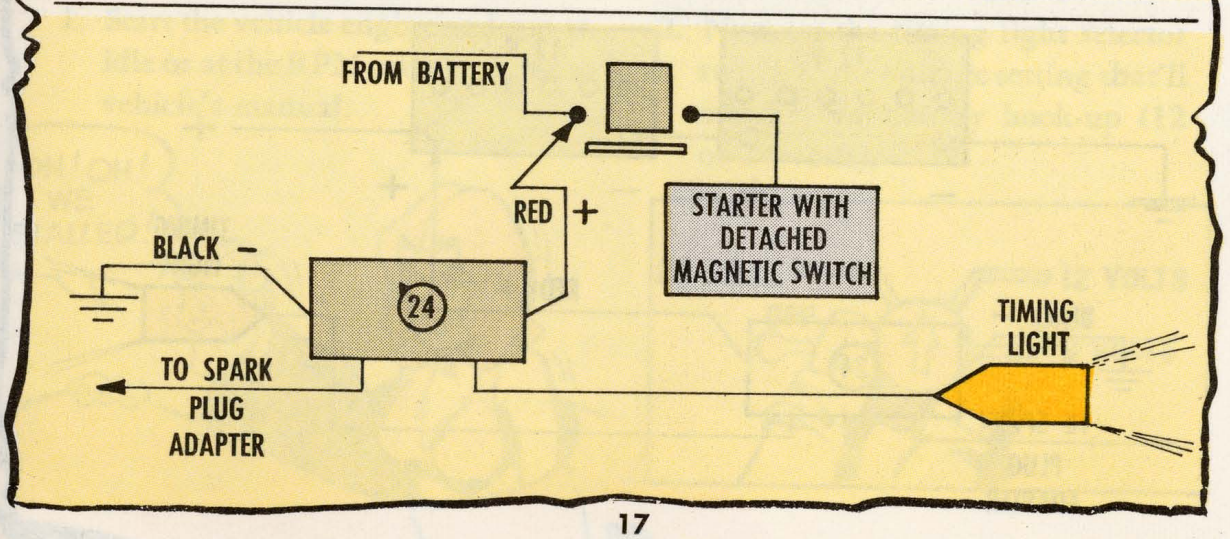


1 String out the battery leads—RED is positive (+) and BLACK is negative (−). Connect them to the vehicle batteries.

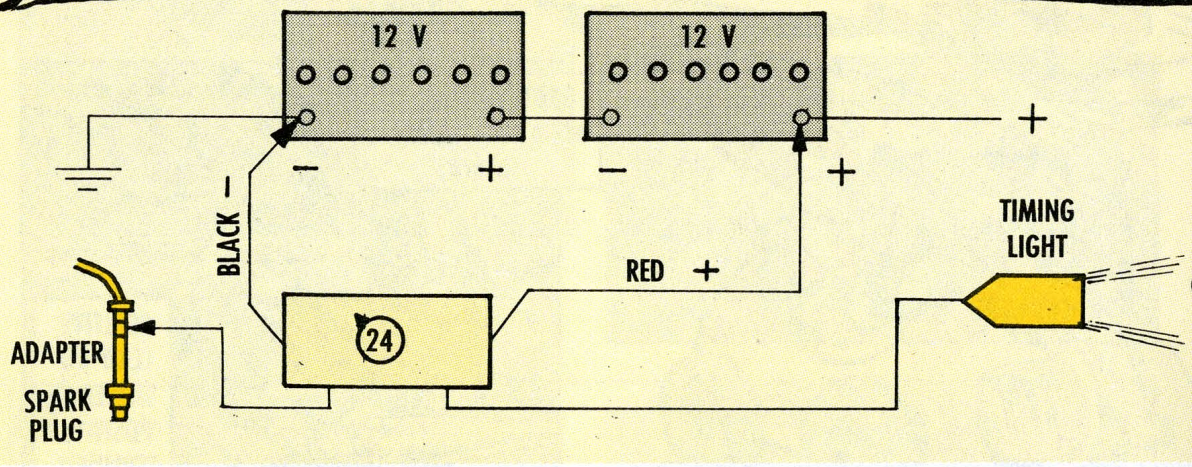


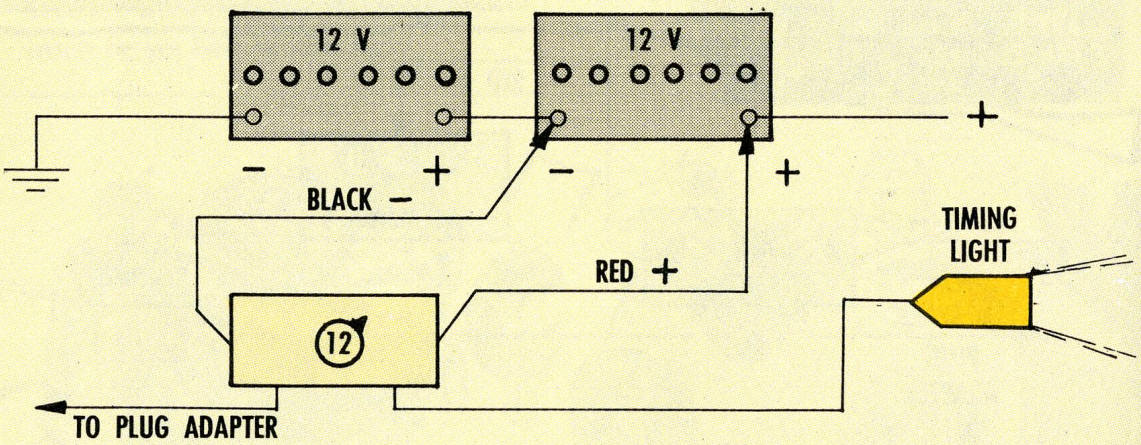
ANY OF THESE COMBINATIONS CAN BE USED . . .

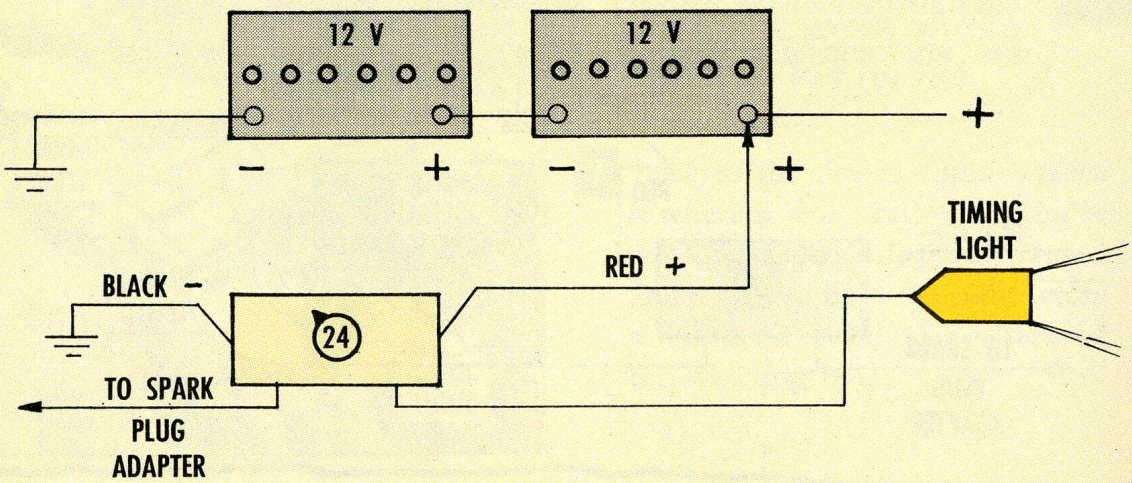


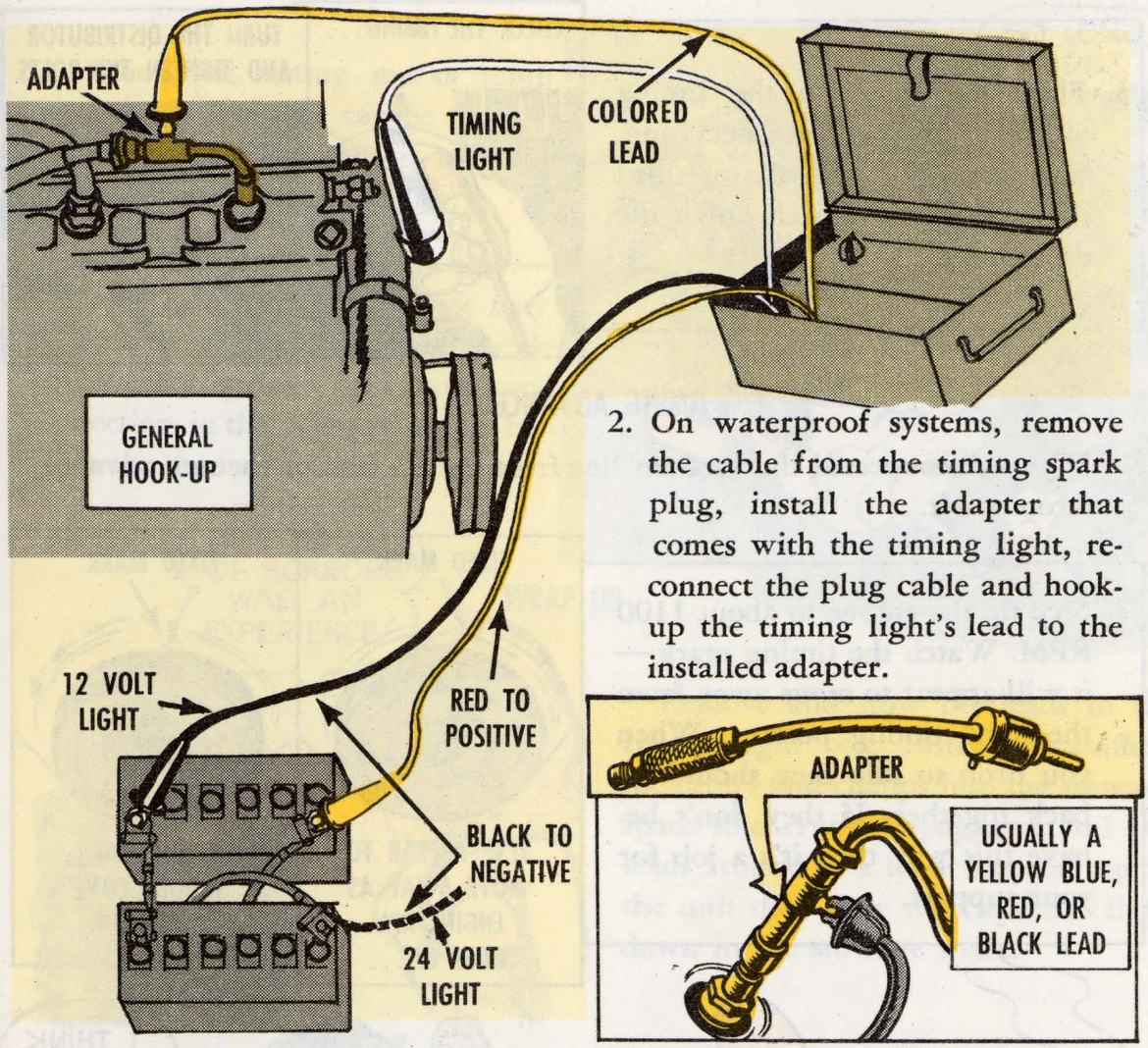


HERE'RE SOME OTHER COMBINATIONS YOU CAN USE...


12 V
12 V
BLACK –
RED +
TIMING LIGHT
ADAPTER
SPARK PLUG
24


12 V
12 V
BLACK –
RED +
TIMING LIGHT
12
TO PLUG ADAPTER


12 V
12 V
BLACK –
RED +
TIMING LIGHT
24
TO SPARK PLUG ADAPTER

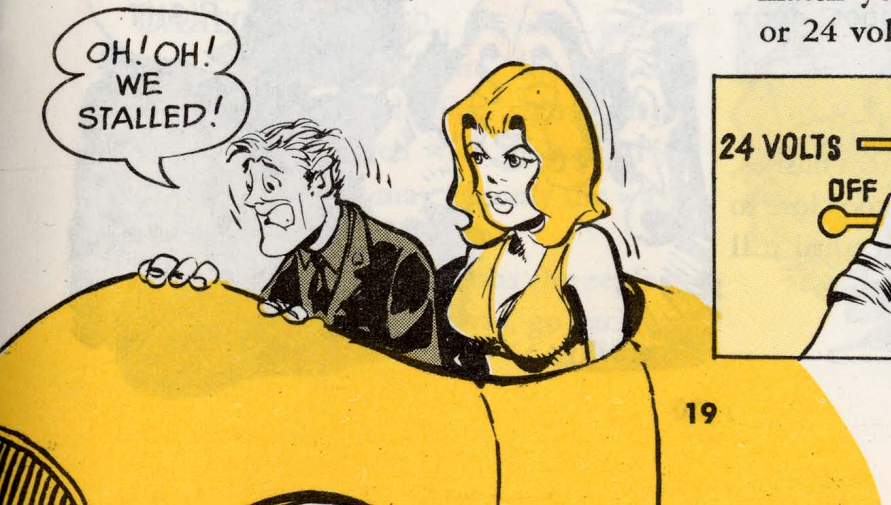


2. On waterproof systems, remove the cable from the timing spark plug, install the adapter that comes with the timing light, reconnect the plug cable and hook-up the timing light's lead to the installed adapter.

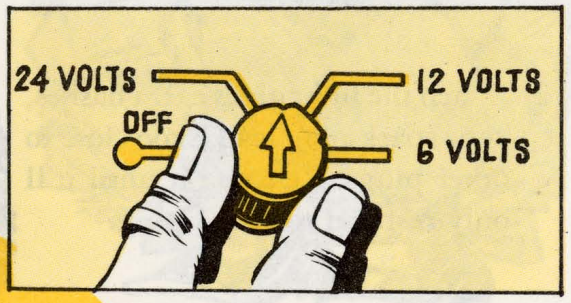
On non-waterproof systems just slip back the spark plug's rubber shield and make the hook-up direct. It's a good idea to use an adaptor to keep from damaging the rubber shield.

TIMING . . .

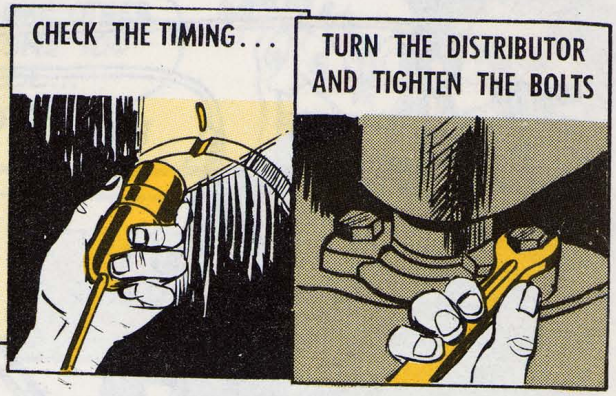
1. Start the vehicle engine and run at idle or at the RPM called for in the vehicle's manual.



2. Now set the timing light selector switch to the voltage setting that'll match your battery hook-up (12 or 24 volts).



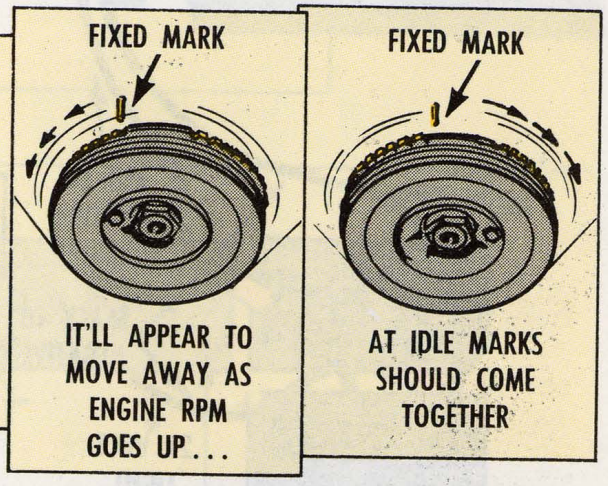
3. Flash the light on the timing marks. If they are not matching, turn the whole distributor until they do. Then tighten down the distributor.

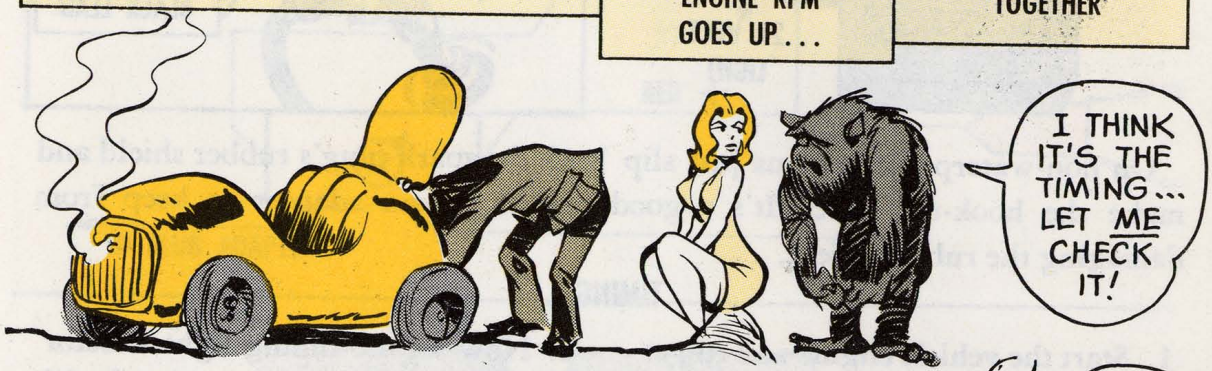


TIMING ADVANCE...

1. If you disconnected the vacuum line from the distributor vacuum advance, reconnect it.

2. Step up the engine to about 1100 RPM. Watch the timing mark—it will appear to move away from the fixed timing pointer. When you drop to idle they should go back together. If they don't behave this way then it's a job for your support.





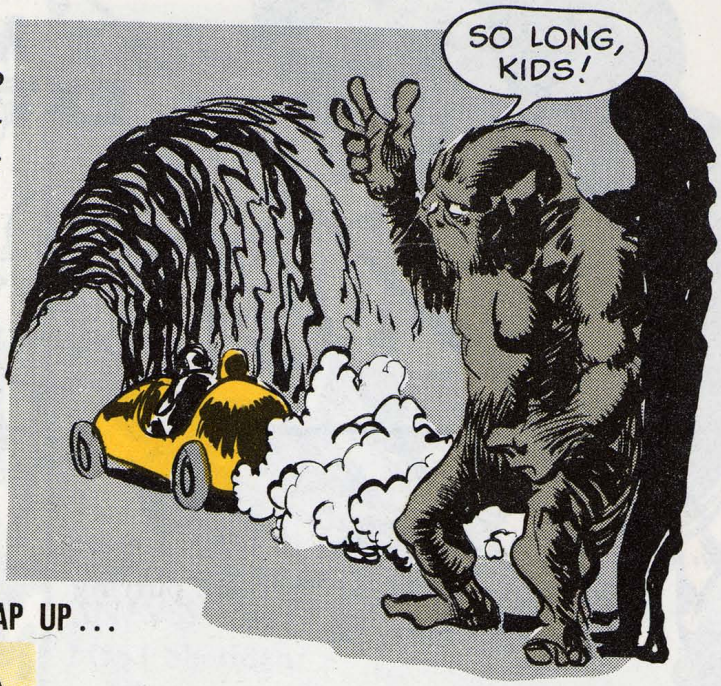
OPERATING TIPS...

1. If the flash tube gets hot, don't worry—it's normal.

2. When the light gives extra flashes, your spark plug lead is too close to other plugs. Re-route it until it'll only respond to No. 1 plug.

3. When the timing marks jump around, the cause can be the distributor gap, condenser, rotor or weak point tension spring.

4. When the line looks like a blur — or an inch wide — the cause may be a worn distributor shaft, weak governor springs, or a loose connection in the primary circuit between the battery and distributor.



WRAP UP...

Remove and stow the leads in the timing light box. Instead of stuffing the cables and clamps into the stowage space like crushed spaghetti, coil the leads around in a loose loop on top of the unit then stow the clips and light down in the stowage space.

OL' SOFTIE

You may get the Repair Kit, FSN 2530-887-1341 for your M151 truck family . . . or, you may only get a small flat washer with that same FSN.

Seems that under Contract No. DAAE07-70-D-0352 a soft washer was mistakenly put into the kit, and shouldn't be used. The right washer ended up packaged with the same FSN as the kit, so you may get only the washer when you order the kit.

If you get the kit minus the replacement washer, or vice-versa, go back and get t'other.

M551 SHERIDAN EXTRA EFFORT AREAS

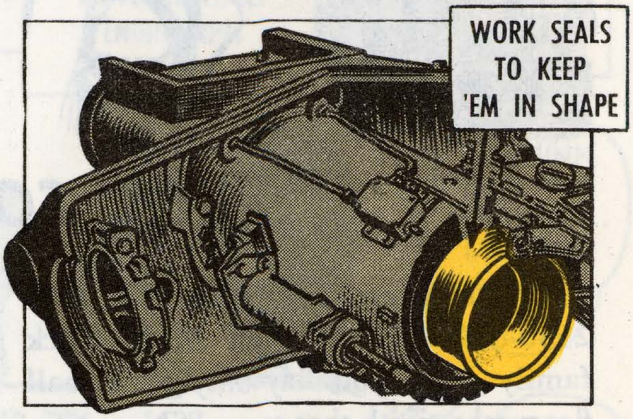
A little extra effort in these 3 areas will keep your M551 Sheridan purring like a happy pussy cat . . .

RECOIL SEALS

The recoil seals have a nasty habit of leaking if you don't work them enough so they stay in shape.

Unless the recoil mechanism gets a workout through firing it must be exercised every 90 days. Ch 5 (Mar 70) to TB 9-1000-234-35 (May 66) — Exercising of Recoil Mechanisms and Equilibrators — gives your support the word on this. This change says to repeat the exercise operation at least 10 times to make sure the recoil slide area and seals are lubricated instead of repeating it only 3 times the way Ch 2 said.

Gun mounts in storage 90 days or more must get exercise every 3 months. Ch 6 (Mar 70) to your TM 9-2350-230-12 (Jun 66) spells this out on page 8-80.



COMPRESSOR CARE

If your M551 has the closed breech scavenger system, be sure to read Note 12 in your LO 9-2350-230-12, page D-1 in Ch 8 (Oct 70) of your TM 9-2350-230-12 (Jun 66). It clues you in to reduce the drain and refill time interval for your compressor under extreme operating conditions. This would include extra high or low temperatures, long operating periods, operation in sand or dust or if the compressor gets covered with water.

Ch 8, page 8-85, also sets up the maintenance interval for the air intake strainer and for the compressor chemical dryer — 400 rounds or 30 compressor hours.

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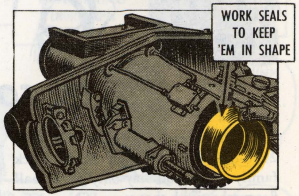

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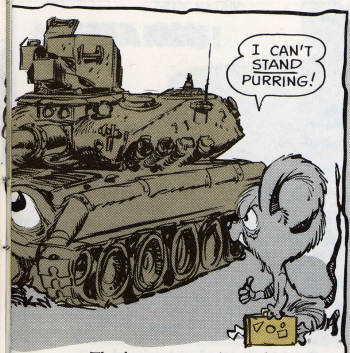
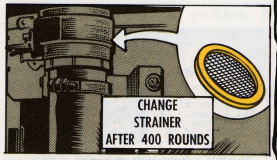
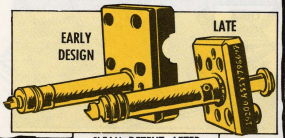


The dope on removing and installing the compressor chemical dryer cartridge is on page 10-20.2 of Ch 6 to your -12 TM.



DETENT ASSEMBLY

Your M551 might have an early design or a late design ammunition detent assembly. No matter—clean it after every 40 conventional rounds . . . then write in the date and total rounds fired on your DA Form 2408-4.

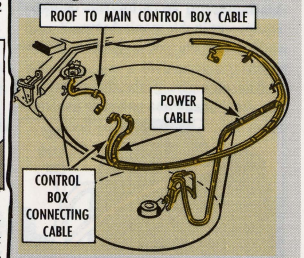


CLEAN DETENT AFTER EVERY 40 ROUNDS FIRED

VSS-3 CABLE FSN

D'ya need an extra cable or 2 for your AN/VSS-3 searchlight mounted on the M551 Sheridan?

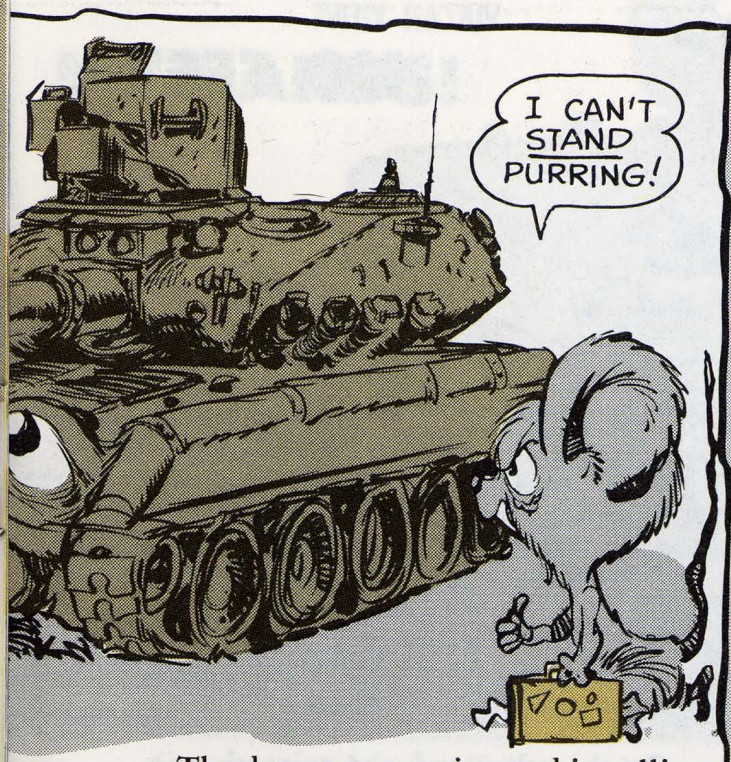
Like you already know, CX-11893 is a basic issue item in the TM for the searchlight.



And, you get 3 other cables in the searchlight adaptation kit that comes with the M551, including:

FSN 1025-111-5284, control box connecting cable.
FSN 1025-110-9816, power cable.
FSN 1025-112-8540, roof to main control box cable.

You'll find 'em in TM 9-2350-230-25P/2 (Sep 69).



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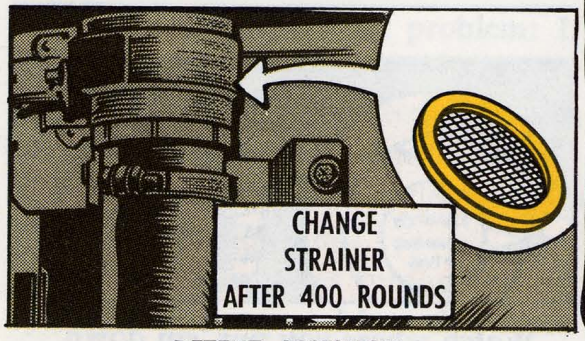

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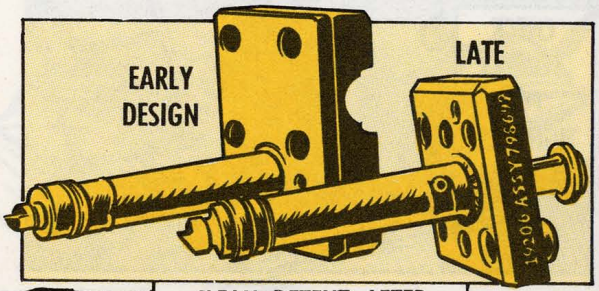

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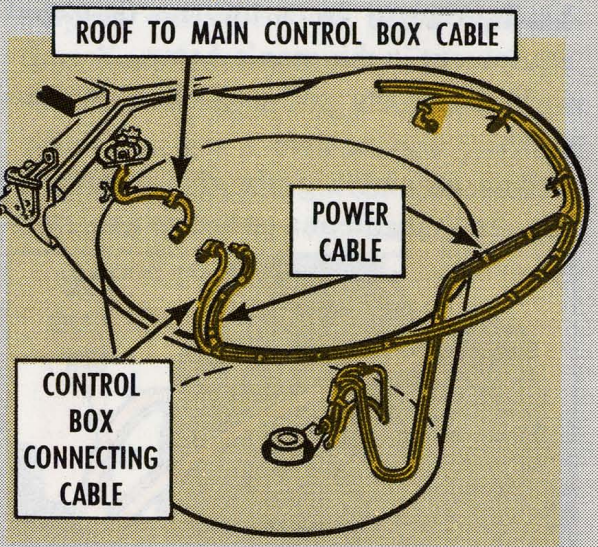

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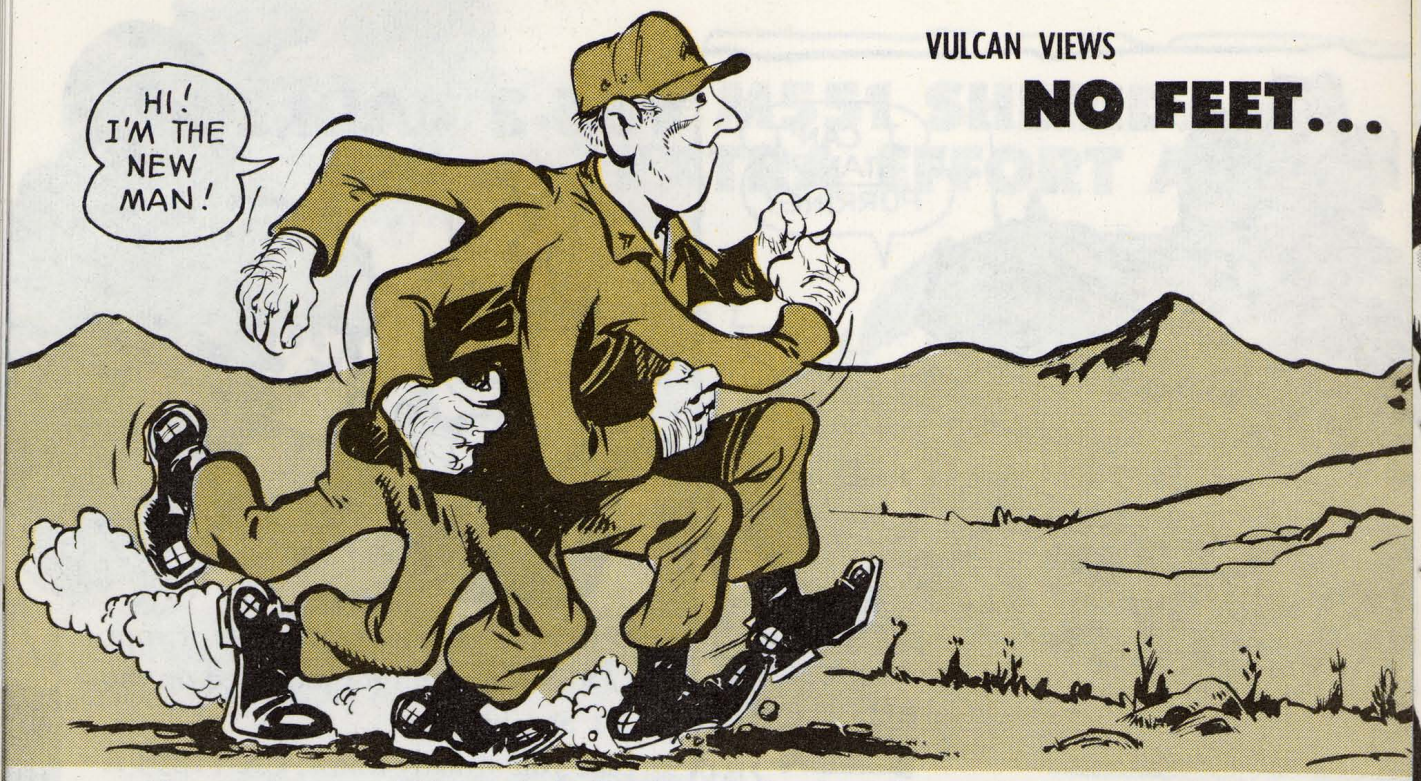
VULCAN VIEWS

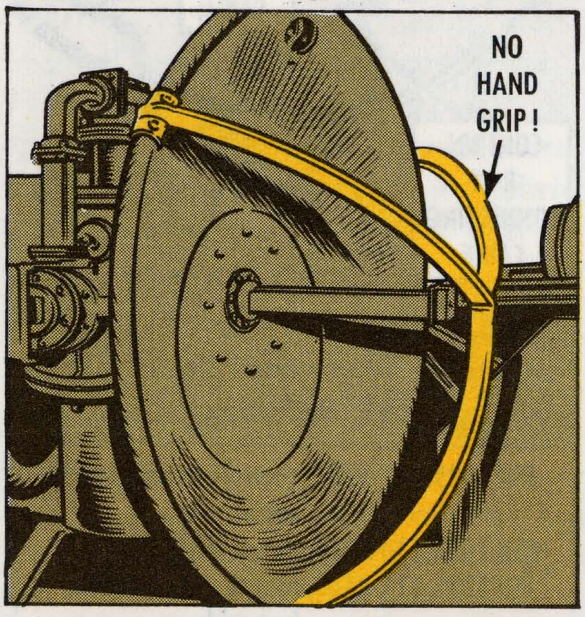
NO FEET...



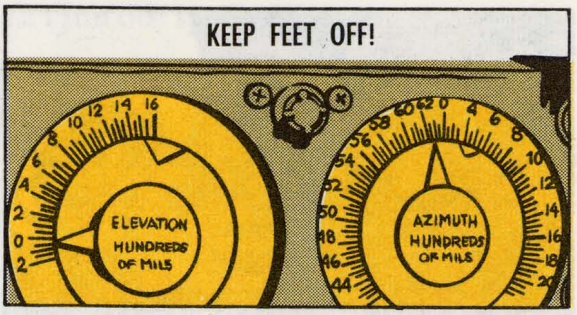
If some Joes would keep their feet in their pockets and their hands on their heads, there'd be a lot less damaged equipment in this man's Army.

Witness the self-propelled Vulcan ADA.

The guy who grabs the radar set's "spider," or antenna guard, to haul himself aboard the track is setting the spider up for a repair job. Handy though the spider may be, it's no handhold.



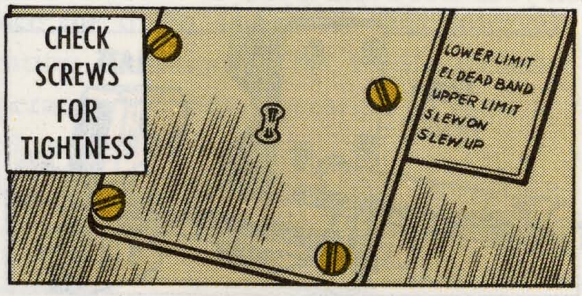
On the other end, the azimuth window glass, knob and other fragile items are no match for a boot toe or heel on a guy stepping into or out of the mount.



Watch where you put 'em down.

Check the W1 cable at the distribution box. If it's loose, snug it up. Otherwise, it'll cause excessive noise on the radar.

The screws on the backplate of the distribution box also can stand a check



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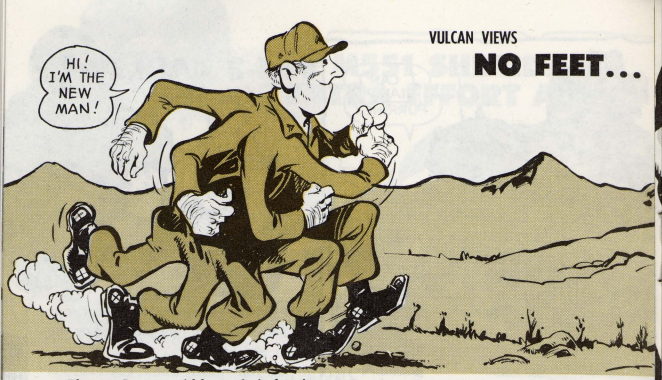

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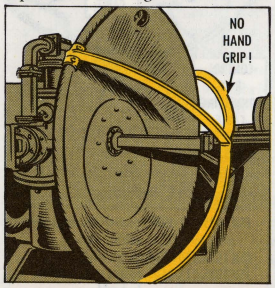

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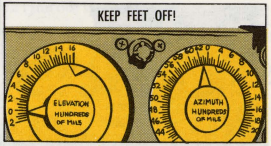

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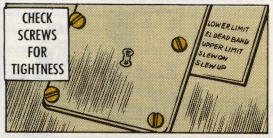
The screws on the backplate of the distribution box also can stand a check for snugness, because if they work loose during transit, the heads can crack off the remaining screws.



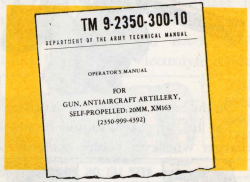
Give 'em a no-crack twist.

A reminder of an old problem: If you've got low output on the D-Box, or if you can't get hatch protective circuits, suspect a loose commo cable on the bottom of the mount (the big one vibrates loose from the slip ring).

Fact is, loose cables throughout the system cause many problems that otherwise wouldn't be around. It's good PM to check 'em whenever possible, and to suspect 'em when you get a malfunction. Keep 'em snug.

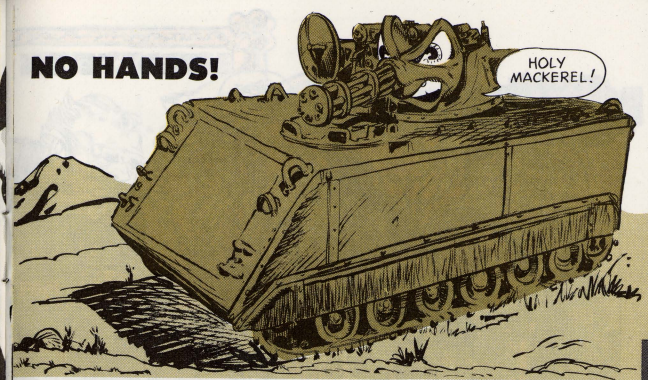
TM troubleshooting charts are a must when you get a malfunction . . . and both operators and mechanics can save some red in the face by reading the TM.

A good parting thought: Get familiar with Table 3-2, Item 61, page 3-9 of TM 9-2350-300-10, the before-during-after operation fault isolation checks.



They can save a blush or two, as does keeping water away from electrical and electronics items.

NO HANDS!



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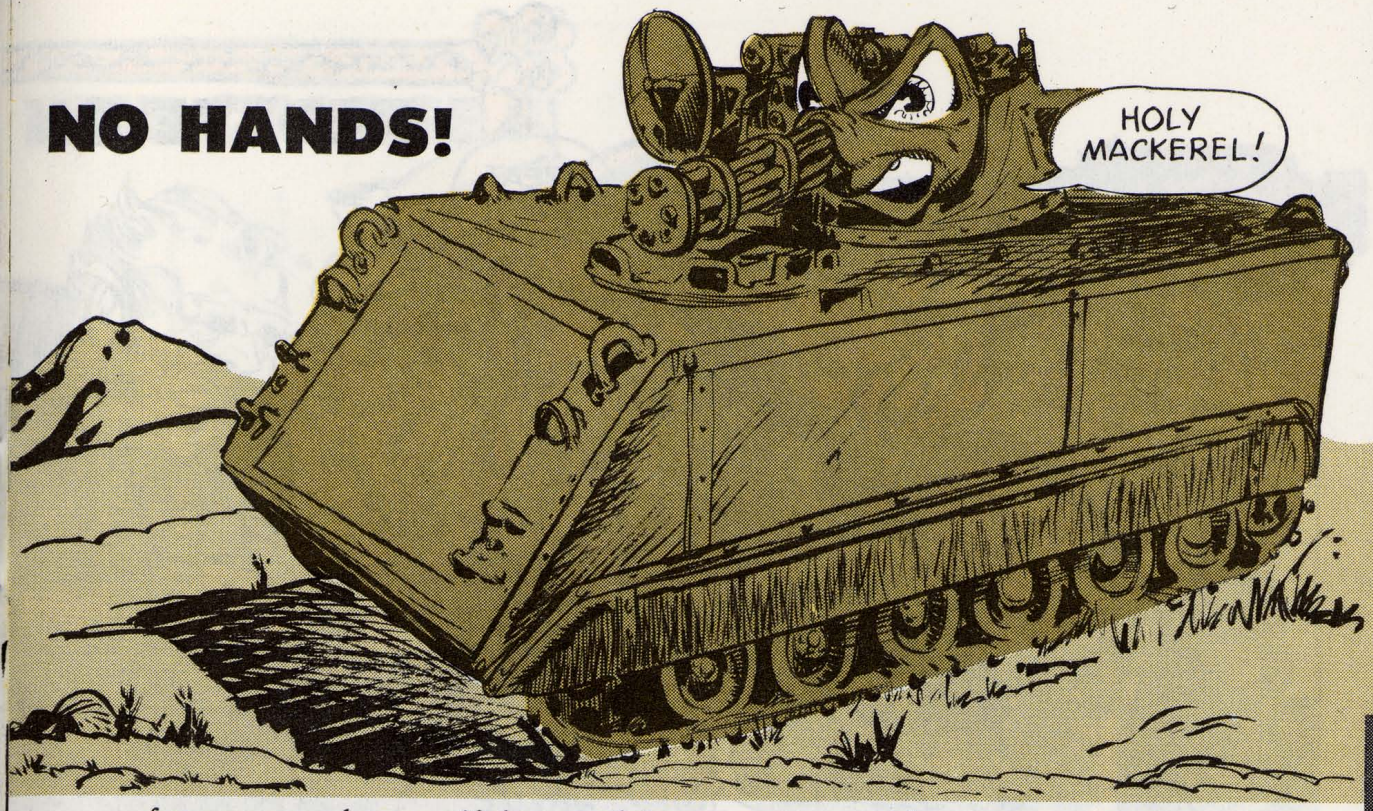


for snugness, because if they work loose during transit, the heads can crack off the remaining screws.

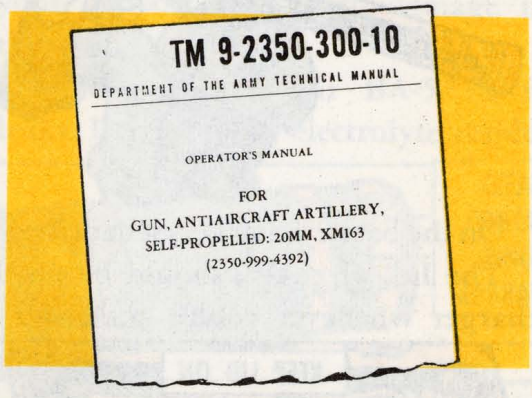
Give 'em a no-crack twist.

A reminder of an old problem: If you've got low output on the D-Box, or if you can't get hatch protective circuits, suspect a loose commo cable on the bottom of the mount (the big one vibrates loose from the slip ring).

Fact is, loose cables throughout the system cause many problems that otherwise wouldn't be around. It's good PM to check 'em whenever possible, and to suspect 'em when you get a malfunction. Keep 'em snug.

TM troubleshooting charts are a must when you get a malfunction . . . and both operators and mechanics can save some red in the face by reading the TM.

A good parting thought: Get familiar with Table 3-2, Item 61, page 3-9 of TM 9-2350-300-10, the before-during-after operation fault isolation checks.


TM 9-2350-300-10

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

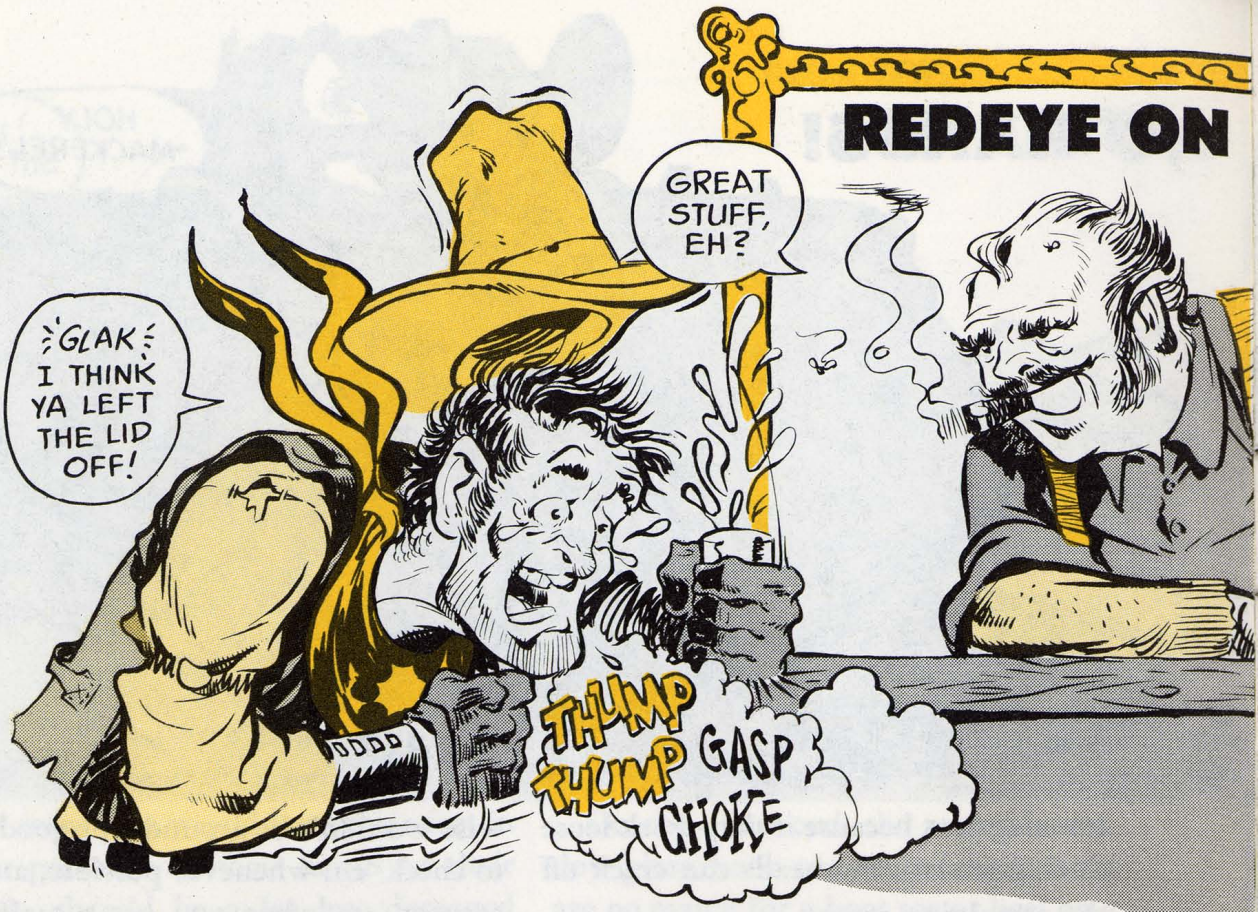
OPERATOR'S MANUAL

FOR

GUN, ANTIAIRCRAFT ARTILLERY, SELF-PROPELLED: 20MM, XM163

(2350-999-4392)

They can save a blush or two, as does keeping water away from electrical and electronics items.



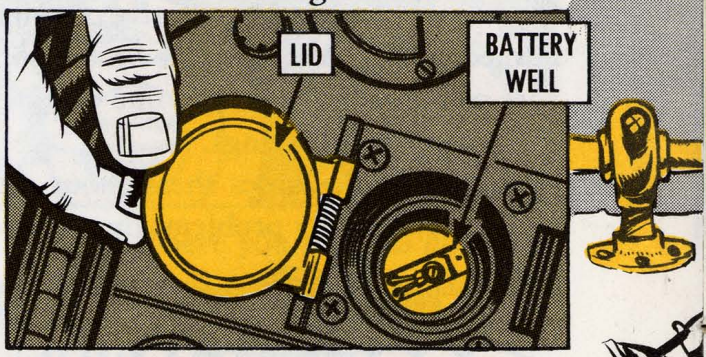
Keep the lid on this and your M76 training set (Redeye) can have the "go" it needs to git up 'n git.

On what?

On the battery charger, what else?

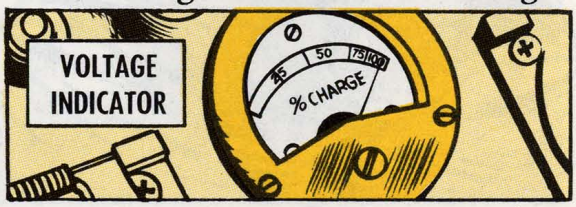
The lid, or cover, should be on the charger whenever you're not using it.

Among other things, the lid keeps dirt, sand or whatever from getting into the battery well . . . where it shorts the switch for the heating circuit.

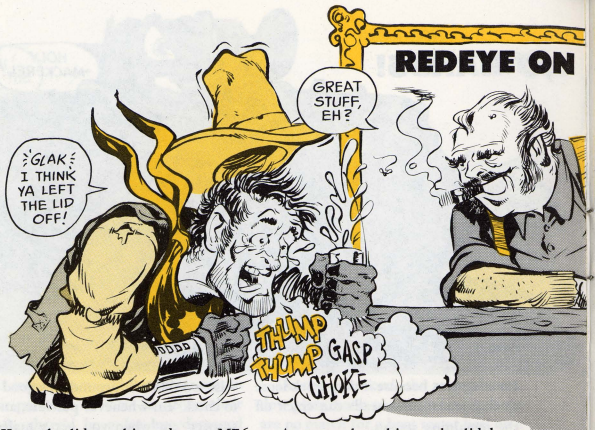


Not only that, but it's hard to get out. And about those BA-523 batteries: You go with them if you can get from 35.4V to 40 volts out of them. If you get less than 35.4V, replace the batteries.

The voltage indicator on the charger



REDEYE ON THE CHARGE



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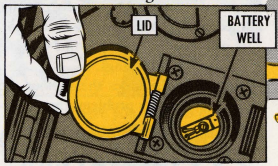
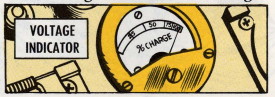
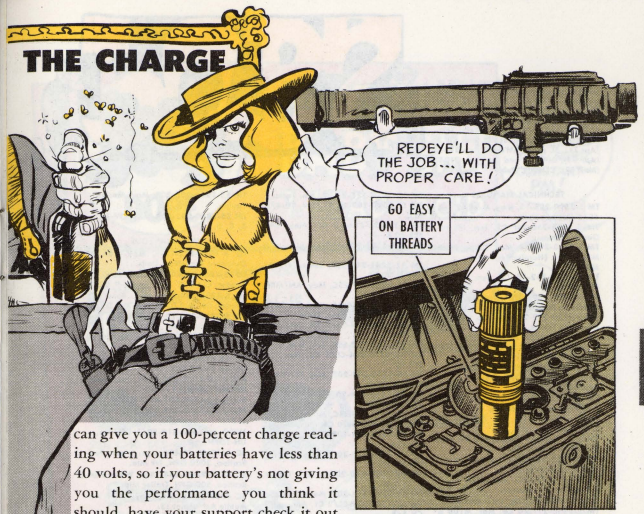


Not only that, but it's hard to get out. And about those BA-523 batteries: You go with them if you can get from 35.4V to 40 volts out of them. If you get less than 35.4V, replace the batteries.

The voltage indicator on the charger





can give you a 100-percent charge reading when your batteries have less than 40 volts, so if your battery's not giving you the performance you think it should, have your support check it out with a multimeter.

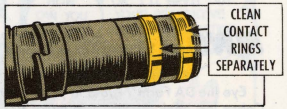
Normally, it'll take about 5 hours to fully charge a battery . . . and the battery should be removed from the charger when it has a full charge.

Para 3.8b, Ch 2 (Sep 70) of TM 9-6920-428-12 goes into detail on charging procedure.

Just remember: an older battery's not going to come up to 40V. In which case, bring it up to its peak . . . and stop. So long as you've got 35.4V or more, you're go.

When you insert a battery in the charger well, or in the trainer, slide it home easy-like. If you drop it or slam it in place you can break the plastic threads and damage an expensive battery (some support shops have come up with a threaded metal sleeve, so check your support if you do damage the threads).

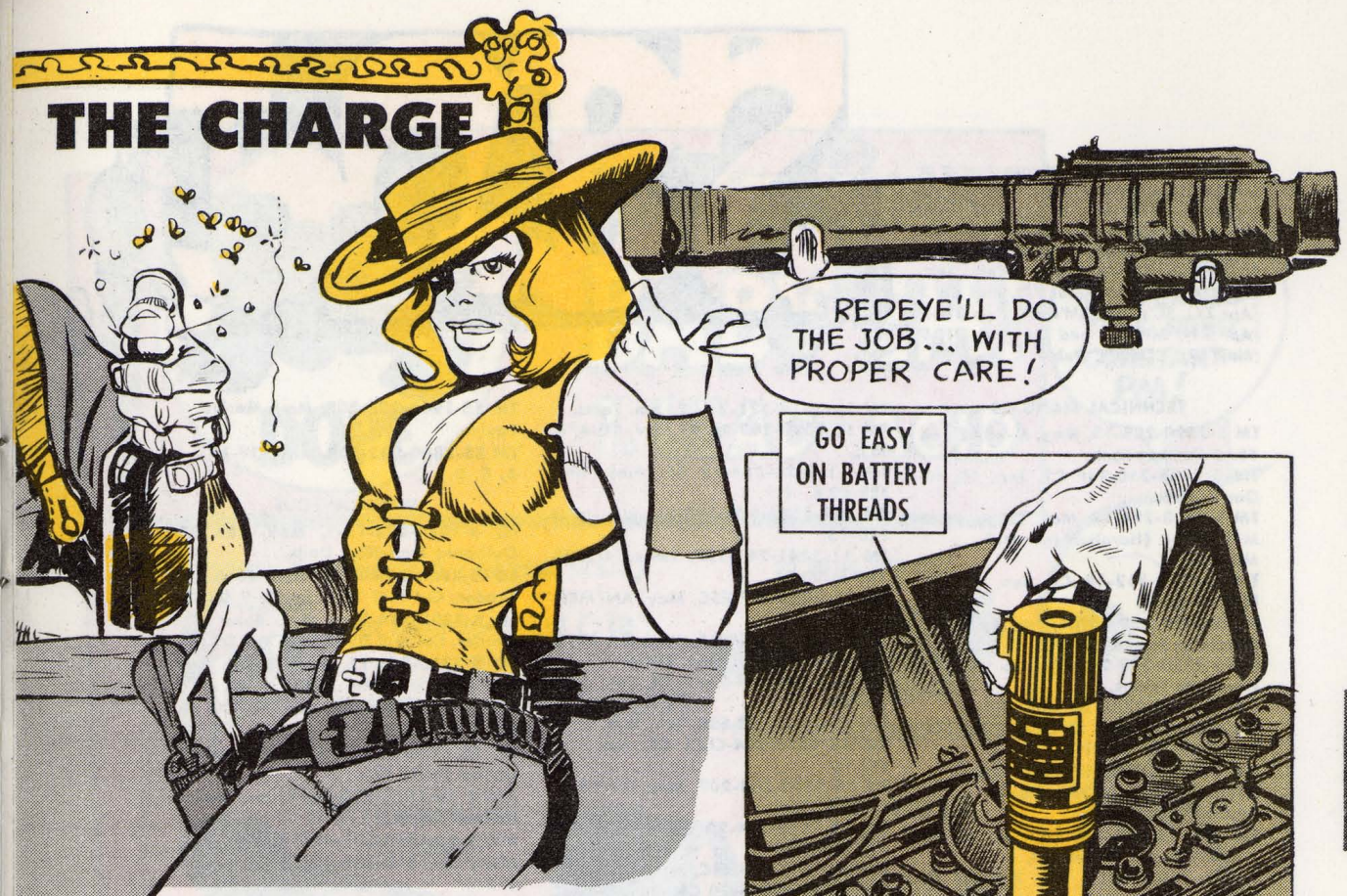
Finally, check your BA-523's for leaks. If you've got electrolyte residue,



wipe it off with a damp cloth . . . and your batteries will give peak performance.

One caution: don't touch both battery contact rings at the same time with the cloth . . . or you'll grab up to 40 hot volts. Clean one contact ring at a time.

THE CHARGE



can give you a 100-percent charge reading when your batteries have less than 40 volts, so if your battery's not giving you the performance you think it should, have your support check it out with a multimeter.

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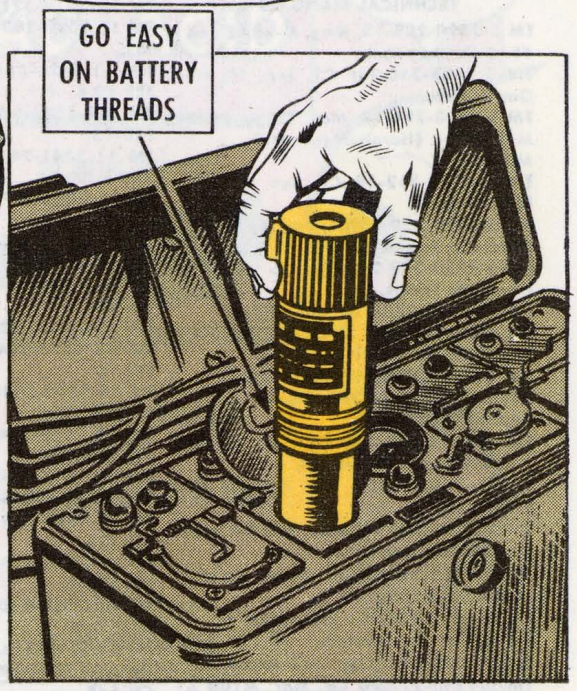

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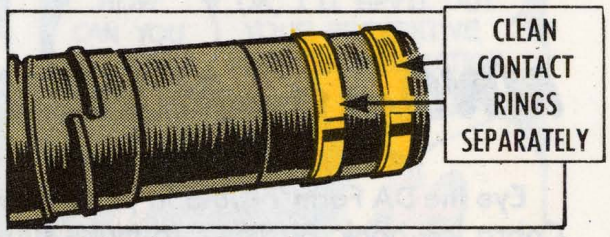

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This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jun 70), and Ch 4 (Feb 71), TM's, TB's, etc.; DA Pam 310-6 (Jul 70), and Ch 3 (Apr 71), SC's, and SM's; DA Pam 310-7 (Apr 71), MWO's; and DA Pam 310-9 (May 69), COMSEC Pub.

TECHNICAL MANUALS

TM 5-2590-225-13, May, M-48A2 and 48A3 Combat Tank.
TM 5-2805-256-24P C2, Jun, 1½ HP Gas Engines.
TM 5-3810-294-10, May, Crane, Truck Mtd 20 Ton (Harnischfeger Mdl M320T2).
TM 5-4120-312-14 C1, Jun, 18,000 BTU Air Cond.
TM 5-4320-250-15 C1, Jun, Centrif Petroleum Pumps.
TM 5-4320-250-20P C1, Jun, Centrif Petroleum Pumps.
TM 5-4330-232-12, Apr, Filter/Separator Liq Fuel, 50 GPM (Gen Tank Mdl FS0216A101-1).
TM 5-4520-234-24P, Apr, Space Heater, Multifuel, iWth Blower 60,000 BTU.
TM 5-6115-434-20P C4, Jun, 60 Hz 100 KW Eng Drvn Gen Set.
TM 5-6115-440-10, Feb, 7.5 KW 28 V DC Gen.
TM 5-6115-550-14, May, 150 KW and Up Eng Drvn Gen Sets.
TM 9-1005-286-20 C1, May, XM167 20MM AAA Gun.
TM 9-1015-200-12, Apr, M29 & M29A1 81-MM Mortars.
TM 9-1300-200, Oct, Gen Ammo.
TM 9-2350-217-20 C6, Mar, M108 & M109 Howitzers.
TM 10-3530-203-20P, May, Clothing & Textile Repair Shop.
TM 10-3030-622-20P, May, 6,000 Lb Gas Forklift.
TM 10-3930-625-12, Apr, 4,000 Lb Mdl MHE 218 Elec Forklift.
TM 10-5410-221-10 C2, Jun Tents.
TM 10-5410-221-24 C2, Jun, Tents.
TM 11-1520-209-20 C7, Apr, CH-47A, B, C.
TM 11-5820-715-12 C1, May, AN/FRR-40 & -41.
TM 11-5825-231-25P-2, Jun, AN/TRD-15.
TM 11-5841-241-20P, Jun, AN/APN-158 & -158A.
TM 11-5895-227-ESC, May, AN/MRC-111 & -112.
TM 11-6625-1568-15, May, OA 2090.
TM 55-450-13 C1, Jun, OH-6.
TM 55-1500-204-25/1 C4, Jun, All F and RW.
TM 55-1510-203-ESC, Jun, U-6.
TM 55-1510-204-CL/5 C2, Apr, OV-1D.
TM 55-1510-204-20P, May, OV-1A, B, C, D.
TM 55-1510-204-20-1 C11, Jun, OV-1A, B, C.
TM 55-1510-205-ESC, Jun, U-1.
TM 55-1510-205-20 C4, May, U-1.
TM 55-1520-209-20PMP C1, May, CH-47A.
TM 55-1520-210-20 C15, Jun, UH-1D, H.
TM 55-1520-210-20P-1, Apr, UH-1A, B, C, D, H.
TM 55-1520-214-20P, May, OH-6.
TM 55-1520-217-CL/2 C1, Apr, CH-54B.
TM 55-152$-220-20 C12, Jun, UH-1C.
TM 55-1520-221-20 C14, Jun, AH-1G.
TM 55-1520-227-20-1 C13, Jun, CH-47B, C.
TM 55-19051-201-12P, May, Landing Craft, Dsl Drvn LCM 6 Mdl 1.
TM 55-1905-217-12 C1, Mar, All Marine.
TM 55-1940-205-20P, May, Marine Equip.
TM 55-2840-233-20P, May, OV-1A, B, C, D.

MISCELLANEOUS

LO 5-2010-202-12-1, May, 165 HP Outboard Propelling Units.
LO 5-3805-249-12-2, Apr, Road Grader, Cat Mdl 120, Eng Mdl D333.
LO 5-3805-249-12-4, Apr, Road Grader, Cat Mdl DV28, Eng Mdl D333.
LO 5-3895-336-12, May, Roller, Gas Eng (Gen Steel Mdl 1503).
LO 10-3930-625-12, Apr, 4,000 Lb Cap Elec Forklift.
LO 55-1930-203-12-1, Apr, Amphib: Lighter (LARC LX).
MWO 10-1670-213-20/1, Jun, Aerial Delivery Equip.
MWO 55-1510-201-40/16, May, U-8.
MWO 55-1510-209-30/15 C1, Jun, U-21.
MWO 55-1520-210-50/1 C2, Jun, UH-1D/H.
SC 4610-97-CL-E06, Apr, Water Purification, 3000 GPH, Trk Mtd.
SC 4610-97-CL-E08, Apr, Water Purification, 600 GPH, Trailer Mtd.
SC 4920-99-CL-A64, May, UH-1 Airmobile Acft Maint TS.
SC4920-99-CL-A71, May, Army Acft A, A Supplement, B, C, Tool Set.
SC 5180-91-CL-S03, Jun, Tool Equip TE-37.
TB 55-1500-307-25 C5, Jun, All F & RW.
TB 55-152$-210-11 C1, Jun, UH-1D, H.

MWO of the MONTH

Eye the DA Form 2408-5 in your Huey Cobra log book, Birdmen, to make sure MWO 55-1520-221-20/13 (Jun 70) has been applied. Stress corrosion on drive link, FSN 1615-133-7061, can lead to loss of the bird. The mod gives you link, FSN 1615-168-5859 or FSN 1615-914-6203.

Mobility Equipment Tech Pubs

You now order your Army Mobility Equipment tech pubs on a series of pinpoint forms instead of just one. DA Form 12-25 gives you the instructions for filling out these forms. DA Form 12-25A is for ordering pubs for mobility support equipment; 12-25B is for construction equipment; 12-25C is for environmental equipment; 12-25D, Section I, is for electrical generating equipment; and Section II is for rail, marine, and amphibious equipment; DA Circular 310-14 (Mar 71) gives you the word.

JOE'S DOPE

BATTERIES... BABY 'EM! 1. LEAD-ACID

FOR GO-POWER, ON DEMAND! THEY NEED CONSTANT PM!

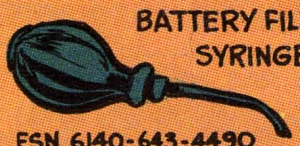
SODIUM BICARBONATE (BAKING SODA)

FSN 6810-264-6618 (1 LB)
OR
FSN 6910-290-5574 (100 LBS)

SCRUB BRUSH

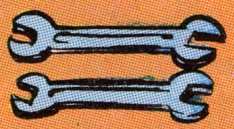
(NO METAL BRISTLES)

BATTERY FILLER SYRINGE



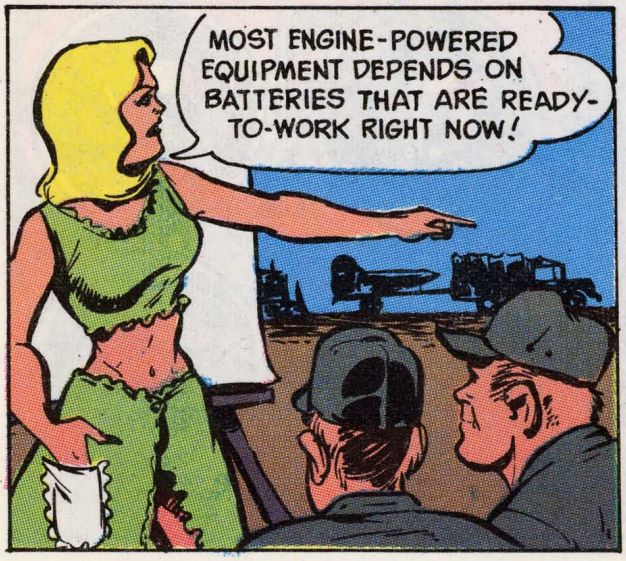
FSN 6140-643-4490

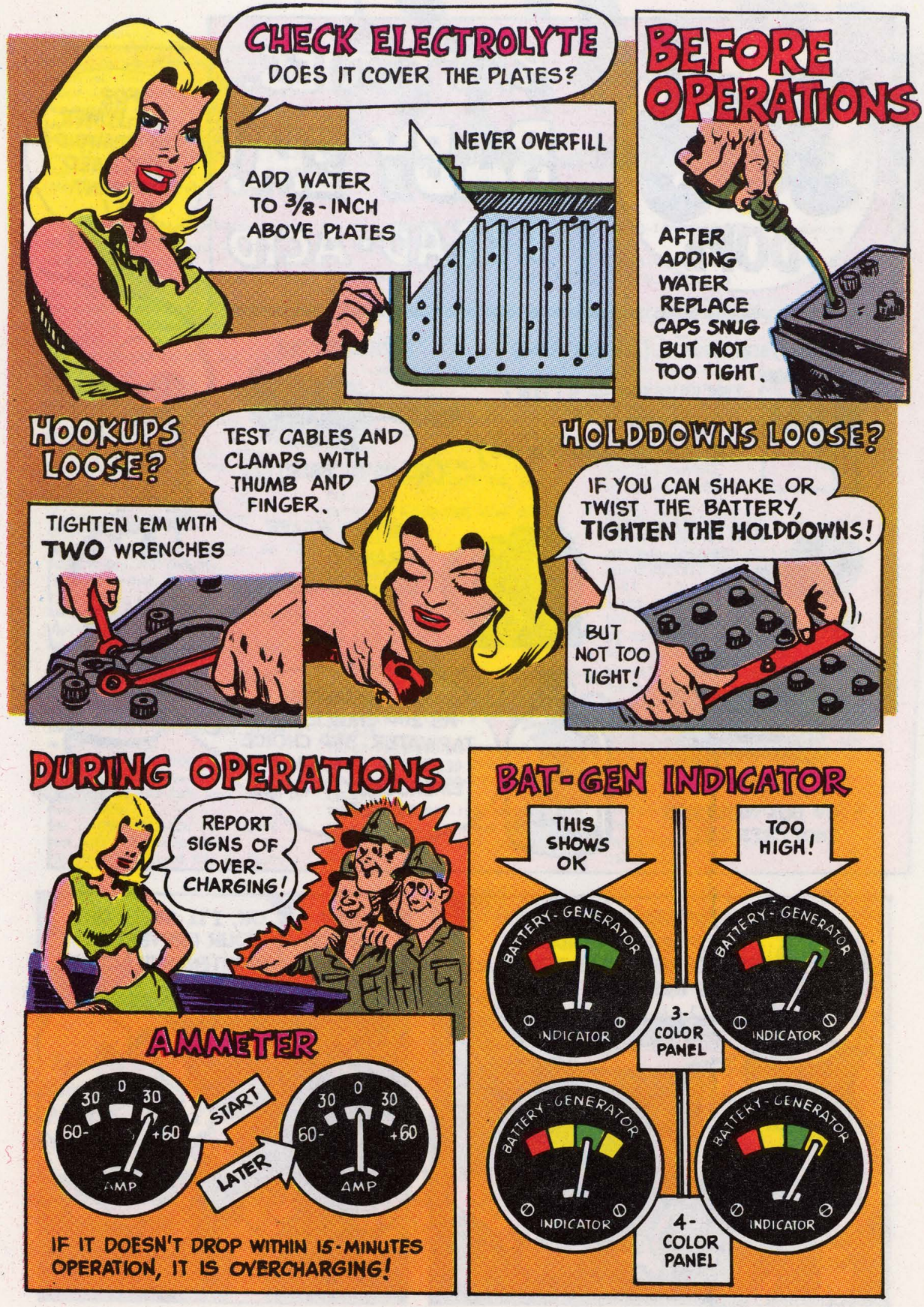
BATTERY FILLER, GRAVITY
FSN 6140-635-3824



2 OPEN-END
OR BOX WRENCHES
(NOT CRESCENT)

...OR RAINWATER AS 2ND CHOICE, OR TAPWATER 3RD CHOICE ...OR IN A REAL EMERGENCY ANY WATER.




CHECK ELECTROLYTE
DOES IT COVER THE PLATES?
NEVER OVERFILL
ADD WATER TO 3/8-INCH ABOVE PLATES
BEFORE OPERATIONS
AFTER ADDING WATER REPLACE CAPS SNUG BUT NOT TOO TIGHT.
HOOKUPS LOOSE?
TEST CABLES AND CLAMPS WITH THUMB AND FINGER.
TIGHTEN 'EM WITH TWO WRENCHES
HOLDDOWNS LOOSE?
IF YOU CAN SHAKE OR TWIST THE BATTERY, TIGHTEN THE HOLDDOWNS!
BUT NOT TOO TIGHT!
DURING OPERATIONS
REPORT SIGNS OF OVER-CHARGING!
AMMETER
30 0 30
60- +60
AMP
START
LATER
IF IT DOESN'T DROP WITHIN 15-MINUTES OPERATION, IT IS OVERCHARGING!
BAT-GEN INDICATOR
THIS SHOWS OK
TOO HIGH!
BATTERY-GENERATOR
INDICATOR
3-COLOR PANEL
4-COLOR PANEL

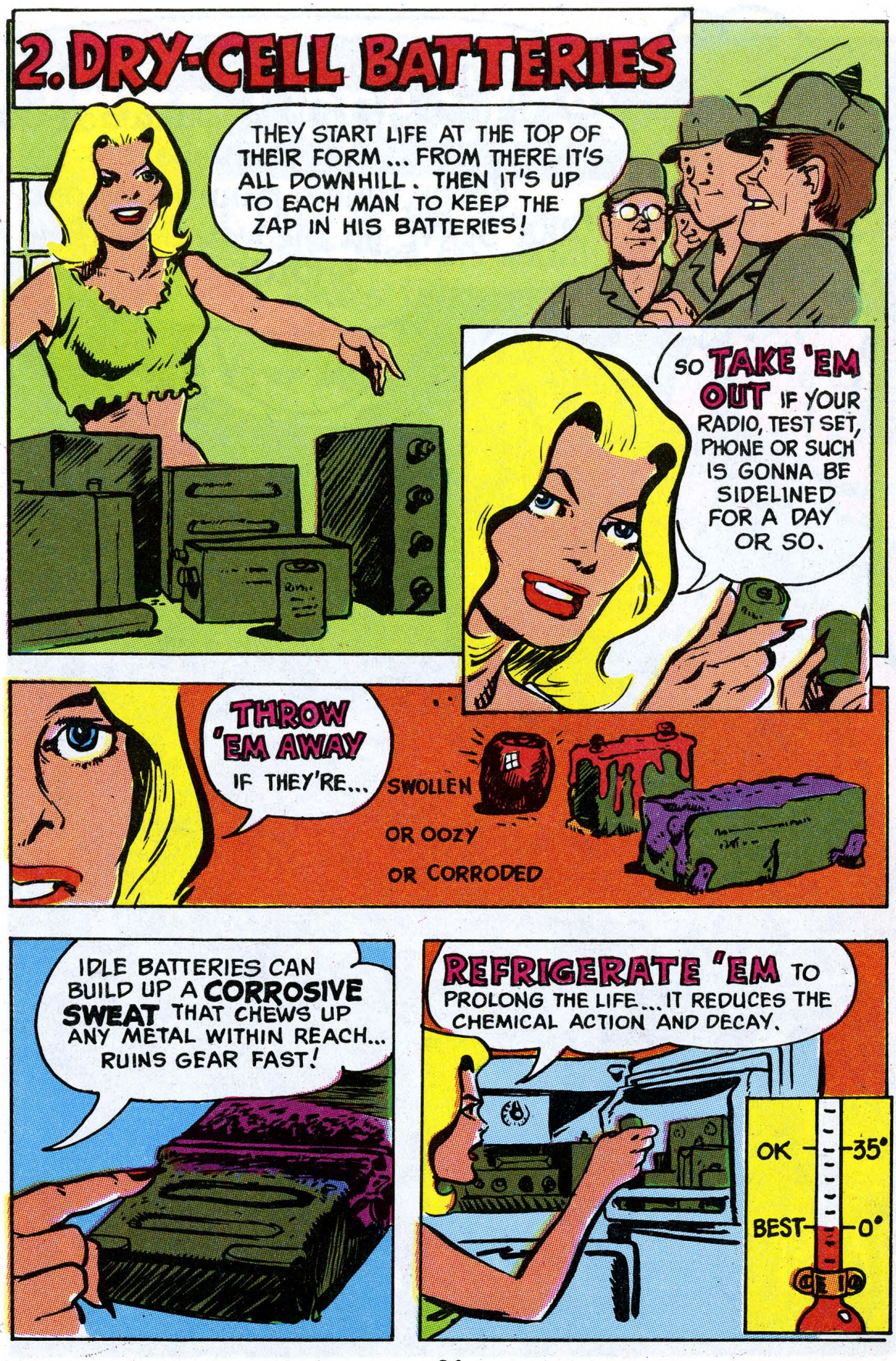
WEEKLY CHECKS AND SERVICES

JOE'S
Dope Sheet
If LACK of PM puts an end
To batt'ries on which you depend....
Who's then gonna HEAR
Your fine COMMO gear?--
Your MISSION will suffer, My Friend!
WE HAVE THE WORLD'S BEST EQ
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BUL

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

QUIPMENT ... *Take care of it*

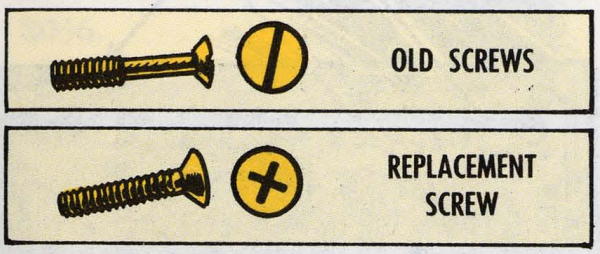
LETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

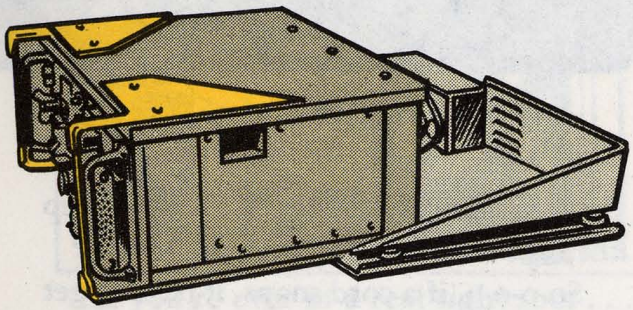

2. DRY-CELL BATTERIES
THEY START LIFE AT THE TOP OF THEIR FORM... FROM THERE IT'S ALL DOWNHILL. THEN IT'S UP TO EACH MAN TO KEEP THE ZAP IN HIS BATTERIES!
SO TAKE 'EM OUT IF YOUR RADIO, TEST SET, PHONE OR SUCH IS GONNA BE SIDELINED FOR A DAY OR SO.
THROW 'EM AWAY IF THEY'RE...
SWOLLEN
OR OOZY
OR CORRODED
IDLE BATTERIES CAN BUILD UP A CORROSIVE SWEAT THAT CHEWS UP ANY METAL WITHIN REACH... RUINS GEAR FAST!
REFRIGERATE 'EM TO PROLONG THE LIFE... IT REDUCES THE CHEMICAL ACTION AND DECAY.
OK
35°
BEST
0°

DEFROST THE REFRIGERATOR WHEN YOUR BATTERY SUPPLY IS LOWEST...
MEANWHILE WRAP 'EM IN HEAVY CLOTH OR NEWSPAPER TO HOLD IN THE COLD.
BEFORE YOU PUT FRIGID BATTERIES INTO SERVICE, WARM 'EM UP A FEW HOURS FIRST, IN A ROOM OR SHELTER.
..OR IN SOME SITUATIONS, WITH BODY HEAT.
OO! OO! WHERE'D IT GO? OO!
WITH SOME GEAR (LIKE AN/PRC 25) BATTERIES HAVE SPECIAL CARRYING VESTS.
WHAT IF NO REFRIG IS HANDY?
THE NEXT BEST IS A WELL-AIRED STORAGE AREA...
A CLOSED AREA NEEDS A WEEKLY AIRING-OUT TO FOIL GAS BUILD-UPS
QUESTION! WHAT IF AFTER LONG STORAGE, BATTERY VOLTAGE IS WAY DOWN?
IF 5 MINUTES UNDER TESTER LOAD DOESN'T BRING IT AROUND, JUNK IT!
INSTALL BATTERIES SO THEY FIT SNUG IN THE BATTERY BOX. LOOSE, WOBBLY ONES DO DAMAGE!
WEDGE 'EM IN WITH CARDBOARD SHIMS

DON'T OVERTIGHTEN TERMINAL NUTS. TOO MUCH TORQUE RUINS TERMINALS!
OUCH
JUST GET IT SNUG... OKAY!
ROUGH HANDLING BREAKS PLASTIC RECEPTACLES AND IS DEATH ON BATTERIES!
BATTERY DRY
(-)
+
15V
THIS INCLUDES HORSEPLAY AND CARELESSNESS!
WET DRY CELLS? JUST DRY 'EM WITH A CLOTH... THEN TEST TO SEE IF THEY'RE STILL OK AND CHECK FOR SEEPAGE. ANY MORE QUESTIONS?
YES! I DON'T DIG IT ALL! WILL YOU RUN THRU THE WHOLE THING AGAIN FROM THE TOP?
WHAT--?
OHHH NO!
I GOT THIS NEW RADIO, SEE. AND I DON'T WANT ANY SLIPUPS IN MY PM, OK?

Now you can get replacements for the 13 screws that anchor the modified handle brackets to the RT-524 and RT-246 receiver-transmitters.





FSN 5305-764-0071 will bring you 1 screw.

If there's a slight protrusion of the replacement screw-head just above the countersink of the screw-hole, don't sweat it—not unless an exact fit is necessary for some reason.

If you need a flush fit get DS to modify the screw-hole to take the 82-degree countersink replacement.

You may find the new R-T handles fail to line up perfectly as you insert and tighten down the replacement screws.

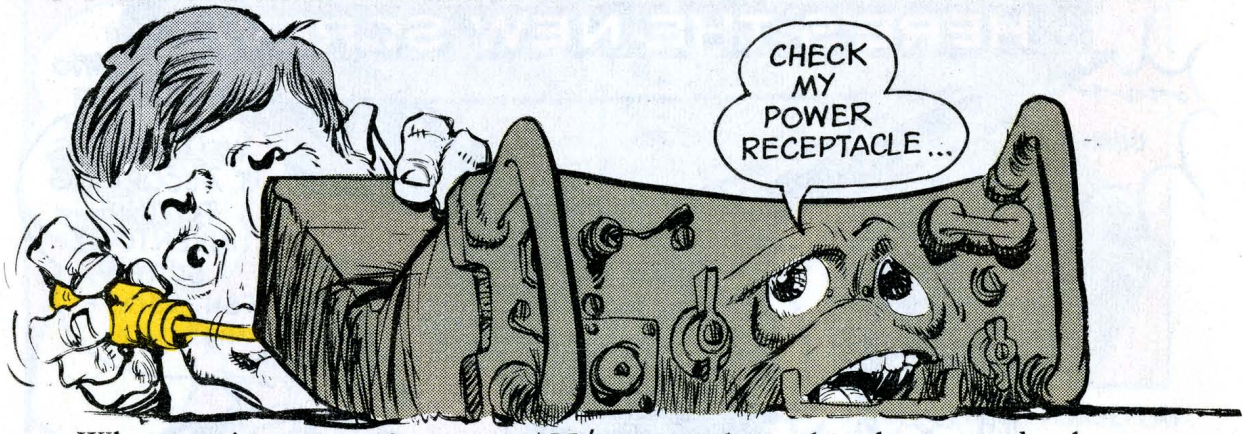
To get around mis-alined screw-holes, insert the replacement screws, but tighten none of 'em until all have been inserted.

Then, tighten them all a little at a time, to about the same degree. When you give one a turn, give the others a turn, and so on.

Hard, quick tightening as you go can cause the handle brackets to be forced out of alinement—and the next screw might not fit into the mis-alined screw-hole.

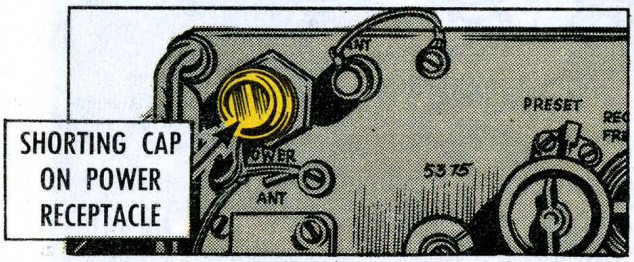
Incidentally, if you're shy only 2 or 3 of the original captive screws, use just the required 2 or 3 replacements. Don't replace any of the originals unnecessarily.

A LITTLE WORK'LL MAKE 'ER PERK



When you've got a downcast AN/PRC-25 or PRC-77, and you can't figure out the ailment, try this:

Give a glance at the POWER receptacle. If the shorting cap's in place, be

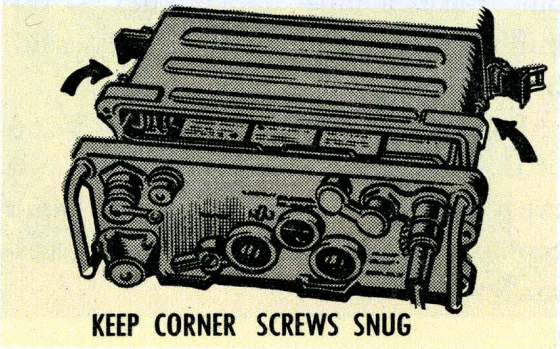


sure the cap is screwed down enough to give you a snug fit.

Thing is, without that cap you've got no power. If the cap's only stuck on but not screwed down, you've still got no working set, 'cause you're getting no battery power.

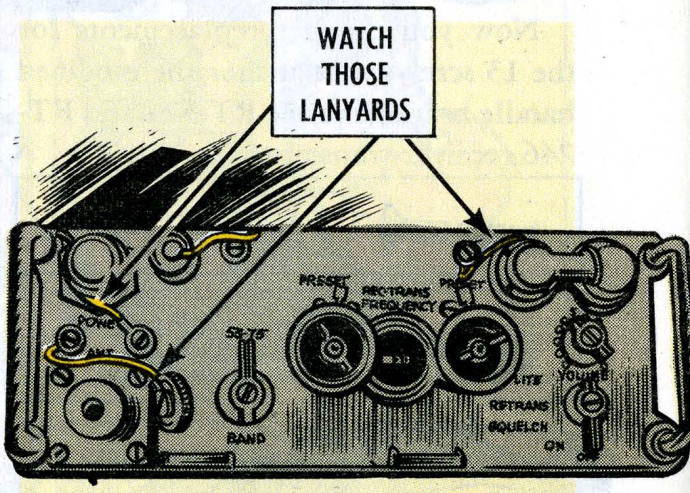
'Course, your ailin' set could've caught the collywobbles from something besides the shorting cap, but the cap always rates a good first look.

The 4 corner screws that buckle the



control panel to the set need to be snugged in, as well. If there's looseness, moisture can work into the Perk's innards.

Those 4 nylon lanyards that secure the protective caps on the control panel

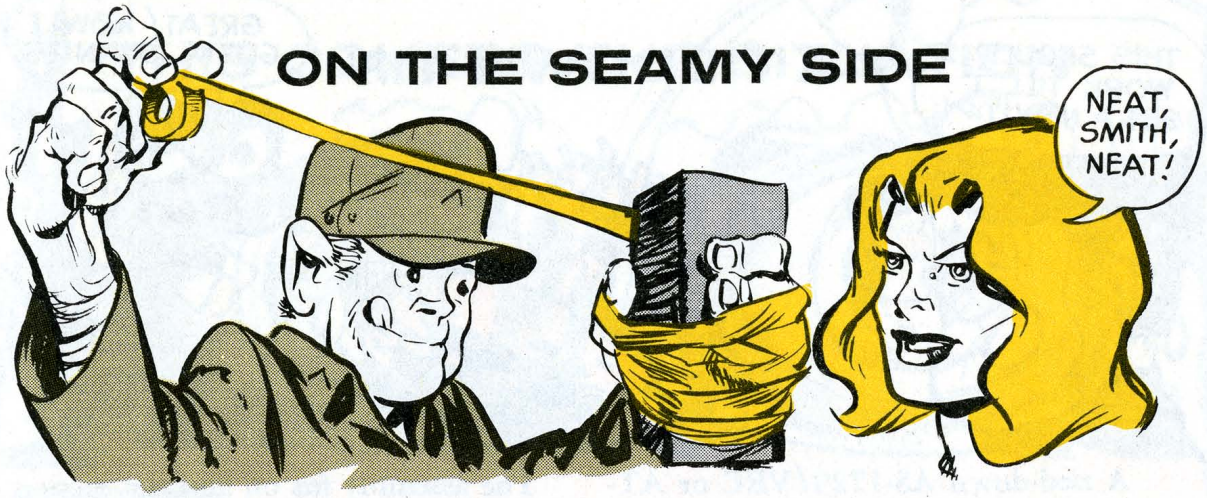


do their thing mighty well . . . they keep the caps from getting mislaid or lost.

So-o-o-o, if a cord snaps, it pays to get a replacement cap and cord pronto. A lone cap — minus its assisting cord — can get itself lost in no time.

While you're waiting for the replacement cord and cap, attach the stray cap with anything that'll hold it to the panel.

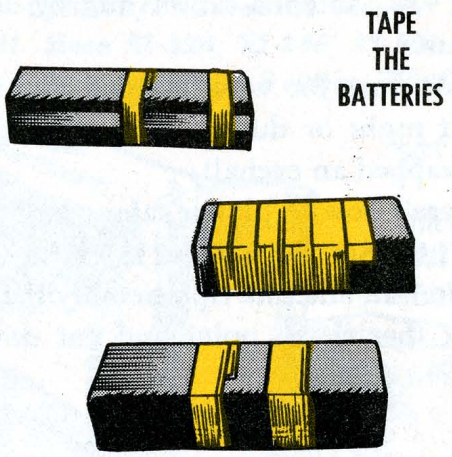
ON THE SEAMY SIDE



If your BA-386/PRC-25 battery's peekin' at you with splits down the seam . . .

Just take some regular filament tape and apply it over the splits. Also, give the BA-386 a little extra reinforcement by encircling the unseamed sides with the tape.

You can get half-inch tape in a 60-yd roll with FSN 8135-290-8034; for the inch-wide variety, use FSN 8135-290-8036.

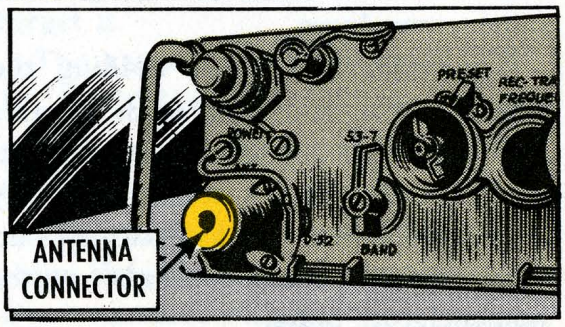


TIGHT-SPOT TRANSMISSION

If you're ever in a real tight spot . . . minus an antenna . . . but clutching your trusty AN/PRC-25 radio set, try this:

You can make the short-distance scene by using a bayonet as an antenna.

You don't do this as a steady thing, natch — only when the chips are down and you're hurtin' for quick contact.



A TIEDOWN TIP

A tied-down AS-1729/VRC or AT-912/VRC antenna can be mighty dangerous.

Ask some Joe who bumped into the tip at night or during poor visibility, and zapped an eyeball.

Here's how to play it safe:

With FSN 5820-437-2353, you can go after an antenna tip assembly that'll blunt that sharp point and cut down accident danger.

The assembly fits on antenna section AT-1095.

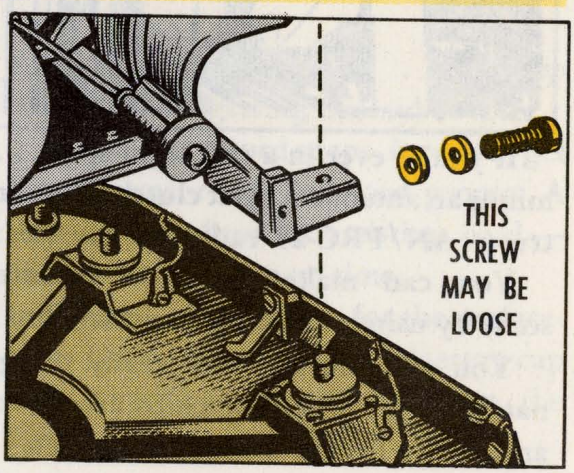
You'll find the info on page 28, TB 750-911-1 (Nov 70), Equipment Improvement Report and Maintenance Digest.

Meanwhile, if you don't have the tip assembly, you can take the edge off the AT-1095 with a ball, some tape, a cork, or anything else that will blunt the tip without interfering with antenna performance.

TELETYPEWRITER SCREW-UP

If you've got any TT-4C/TG teletypewriters produced under Contract DAABO5-68-C-0617, you may have some screws loose.

The 10035-01 screws holding the chassis to the mounting studs weren't tightened well enough during production, and they're not holding the way they're supposed to. So check 'em out. You'll find the contract number on the nomenclature plate.

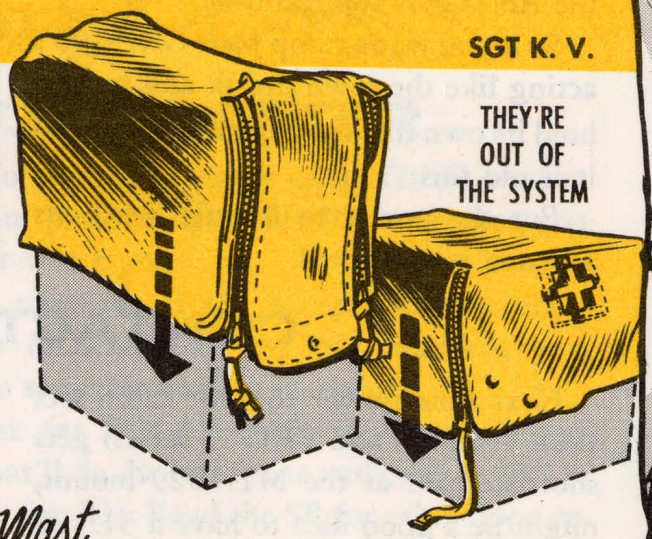


THIS COVERS THE SITUATION

Dear Half-Mast,

What do we do about the CW-653/VRC and CW-649/VRC canvas covers? Some say we put 'em on, some say we leave 'em off. Since RT-524, RT-246, RT-505 and RT-841 are involved, plus the R-442 receiver, we'd like to know how it stacks. What's the word on the covers?

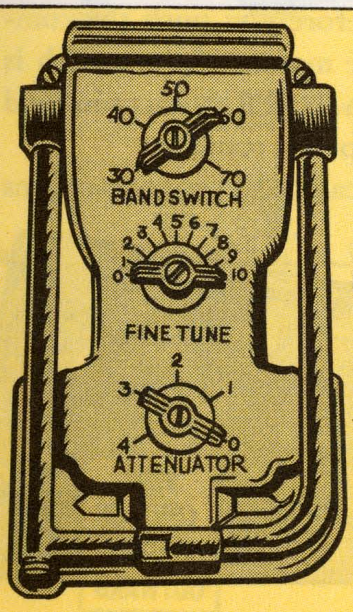
SGT K. V.



Dear Sergeant K. V.,

The headshed types say you don't use the covers on your radio equipment. They say there's overheating due to insufficient air circulation. The word is in TB 750-911-1 (Nov 70), Item 2-29, page 23 which points out that the covers should not be used and are being removed from the supply system.

Half-Mast



FSN 5820-086-7651 IS THE RIGHT NUMBER

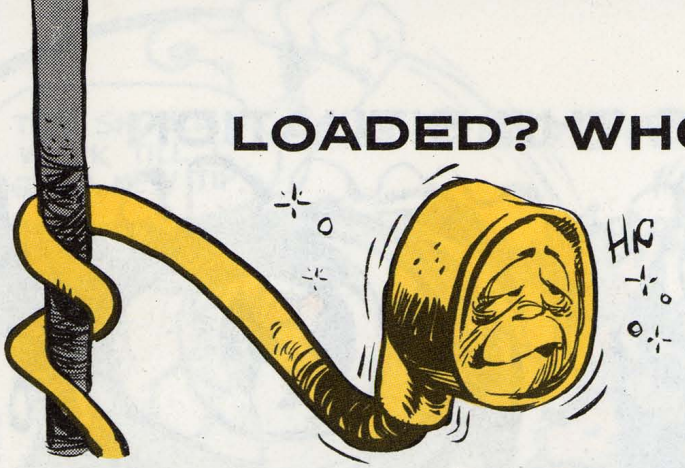
LOOP OOP!

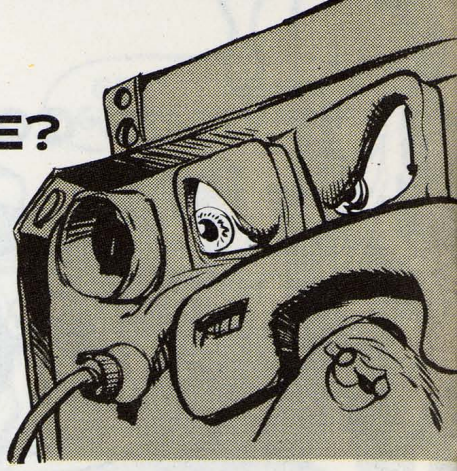
Oops! Take a quick look at the FSN for the AT-784 loop antenna on page B-2 of TM 11-5985-284-15 . . . and forget it.

The antenna, used with AN/VRC-12, PRC-25 and PRC-77 series radio sets, should be listed under FSN 5820-086-7651.

The homing, or direction finding antenna should be used to receive, **only.** Don't transmit with it.

LOADED? WHO, ME?





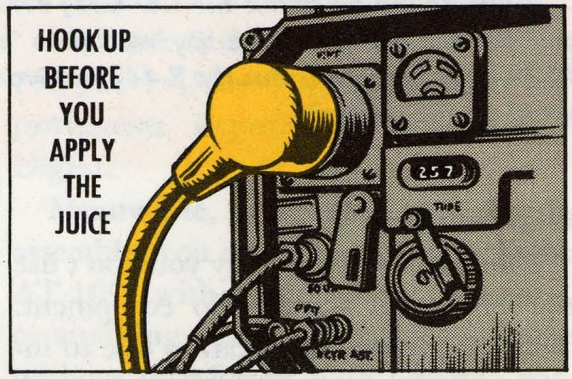
Some things and people can carry a load . . . and some can't.

And then there's the cross between the two . . . which can carry a load tall and straight if conditions are right, like the AN/GRC-106 radio set.

So if you wanna stop your GRC-106's acting like the town drunk and have it hold its own like the outstanding citizen it is, do this:

Put the power to it **only** when its antenna is connected.

If you feed it the juice without an antenna hookup, you'll burn out the power amplifier tubes every time.



CONTACT MAKER

Next time power to your radio sets (like VRC-12- and VRC-53 series) gets short-stopped at the MT-1029 mount, might be a good idea to have a 31E-20 repair type check out the 100-amp fuse at the mount receptable.

But not for a blown fuse . . . alone.

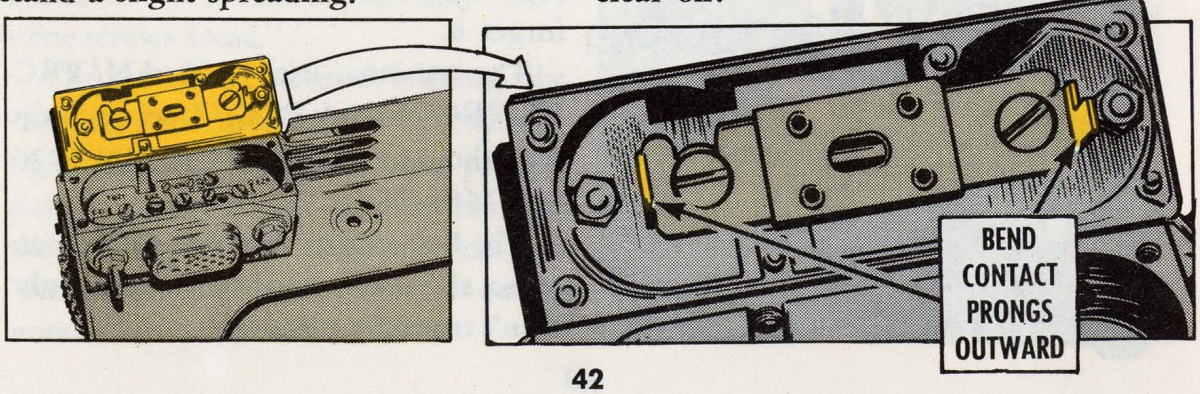
Chances are good that if your mount has some age on it, and the fuse has been pulled a time or two, the contacts can stand a slight spreading.

So, bend the contact prong on each end slightly outward . . . and re-insert the fuse. That should do the job for you.

And about that mount receptacle:

Be sure the power switches on the RT's are off before you push the component into the mount. If the switch is hot, you'll burn the RT contact pins and the mount receptacle contacts.

Fact is, you can burn the contact pins clear off.

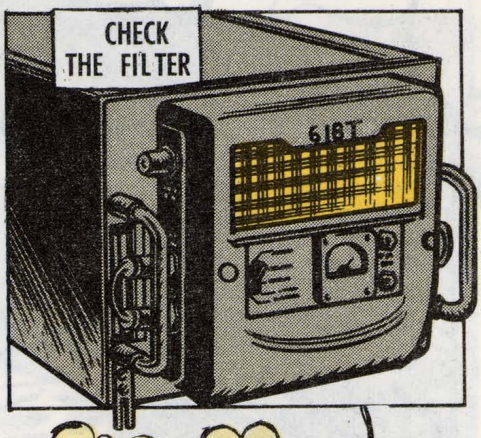


FILTER FRESHENER

Say, friend, if you've got to make do with the old filter in your ARC-102 radio set by turning it around so the foam insert is closest to the blower frame, wash the filter first.

Warm, soapy water will do the trick, but be sure the filter's completely dry before you put it back. You might aid the drying process with a low pressure air hose.

Naturally, there's still no sub for a new, clean filter when you can get it.



PIPSY-5 NEEDS ADAPTER

If you've tried to match up an H-251 headset with your plain model AN/PPS-5 radar set, you know it won't go.

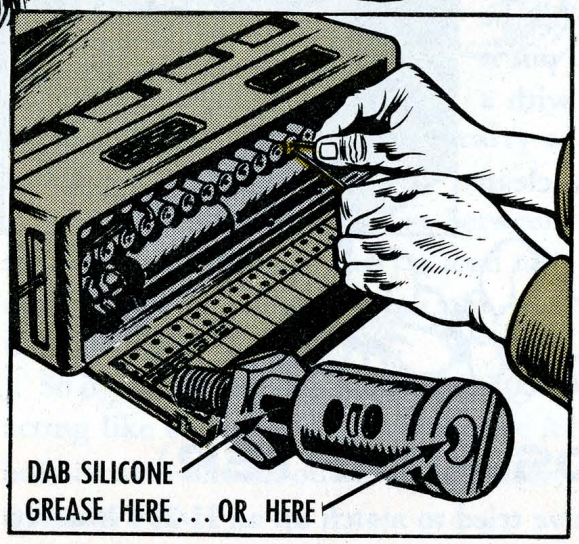
And, since the H-251 is replacing the plain model's H-225A and H-226( ) headsets, you gotta do something about it, right?

So ask for FSN 5995-485-7534, an adapter cable that'll do the job. Your authority is SB 11-628 (23 Feb 71). Read the SB for other dope on headsets.

SEEKING SETSCREWS?

Got plenty of frustration but no setscrews for replacing control knobs and levers on the AN/PPS-5 radar set? FSN 5305-926-5488 gets you 1 setscrew (they're packaged in lots of 100).

A STICKY SITUATION



If your SB-22/PT switchboard's spring-loaded binding posts stick and reject the line-wire insertion, you can beat the game, man.

Put a dab of silicone grease in the line-wire insert holes, or in the hollow just under the binding-post screw. FSN 9150-257-5358 gets you an 8-oz tube of the stuff.

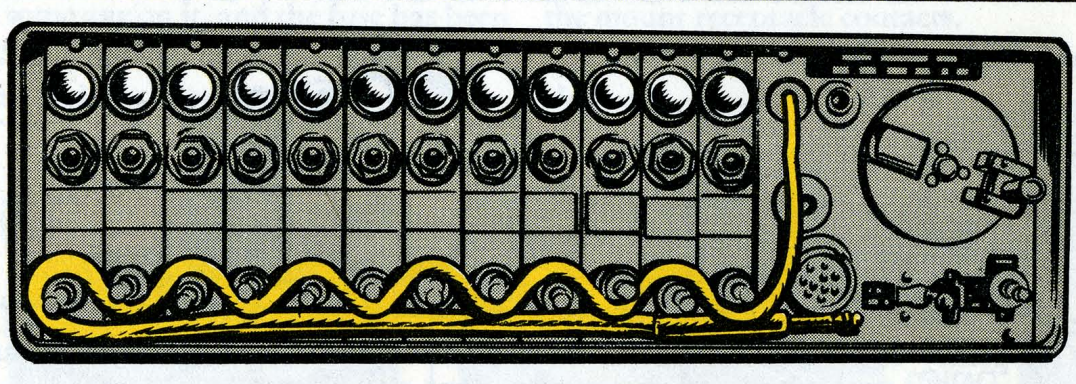
That oughta keep the post mechanism from sticking so you can complete the line-wire insertion.

KEEP IT NEAT

A twist and a twirl and a minute's creative effort can give your SB-22/PT switchboard a super neat look . . . and save you problems with the J302 jack of the TA-221 telephone circuit.

Like, if you're not careful with the operator's cord of the TA-221 you can push it back into the panel. When you tug it out, the cord can snag on the contacts of the J302 . . . and hold them open.

So wot to do? So loop the cord around the line jack plugs when you store it or it's lying around unused. It keeps the cord out of the TA-221 and away from the J302.



KEEP IT NEAT, LIKE THIS

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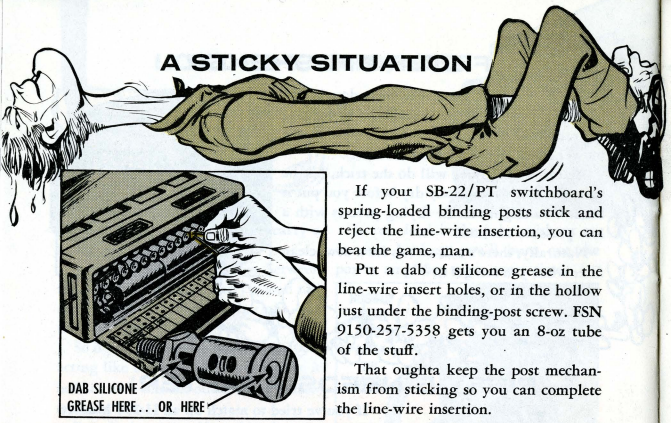

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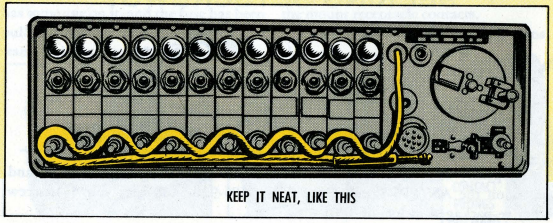


KEEP IT NEAT, LIKE THIS

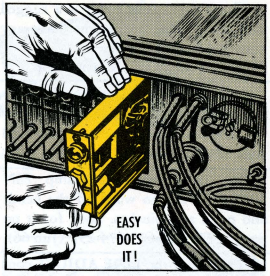
SLIDE IT HOME

The line packs on your SB-22/PT switchboard slide home sweet 'n easy if you line 'em up ahead of time.

The packs go straight in. No force is necessary. Put the muscle to 'em and you can break the brittle backs (plastic) — which puts the pack down.

Lining the packs up straight before you install them insures, too, that the nylon terminal board will seat and make contact.

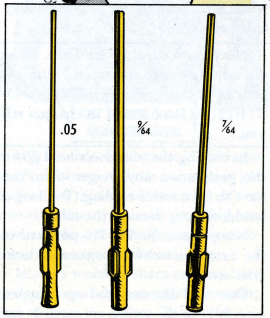
When you put the pack in on an angle, the board bends — and won't make contact.



WRENCHES 3

Three keys, socket head screws (Allen-type), can be added to Teletypewriter Tool Equipment TE-50B. Page 18, TB 750-911-1 (Nov 70) gives you the word.

SIZE	FSN
.05-in	5120-089-5517
9/64-in	5120-089-5518
7/64-in	5120-089-5519



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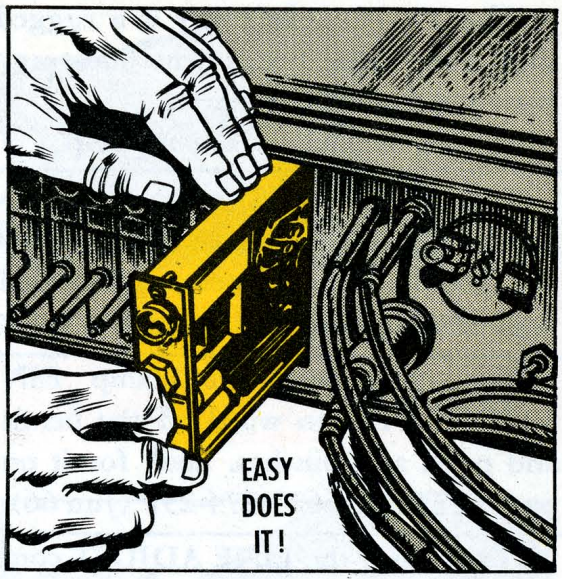

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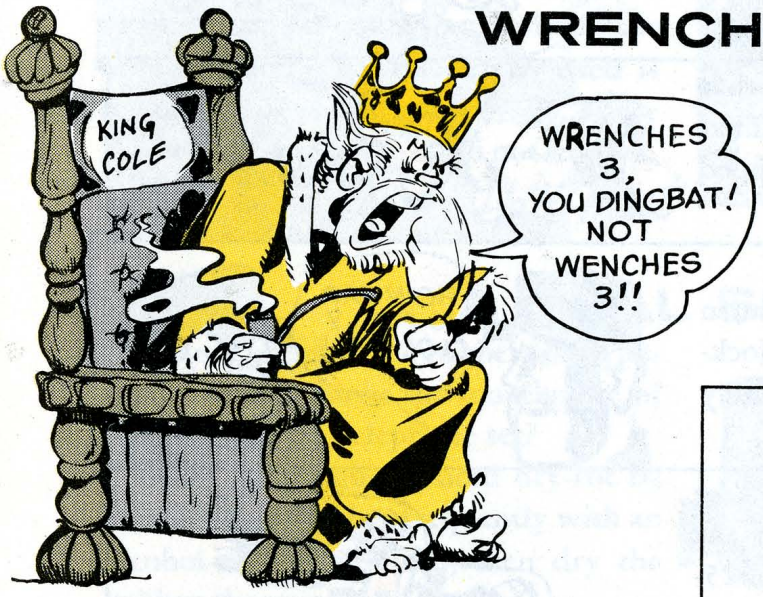

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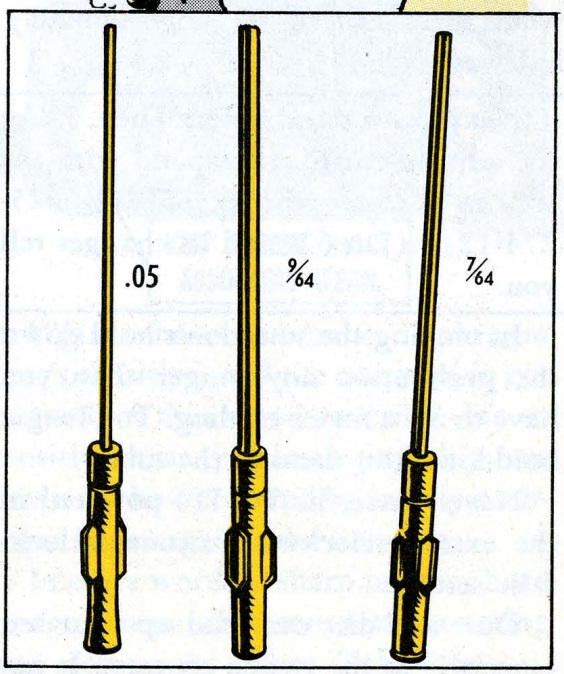
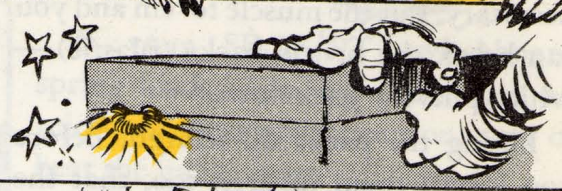


TESTER TOPICS

The TV-7( ) tube tester is a rugged and ready little instrument 'most any time you put 'er to the test.

It stays that way with your help.

Take the AC line cord on your TV-7( ), f'rinstance. Every time you lower the case lid, the cord gets a good-sized dose of strain and pull.



You need protective clamp FSN 5975-617-7138 to ward off the bends and pulls and pinches. Look for it on page 5, TM 11-6625-274-25P (Jun 66).

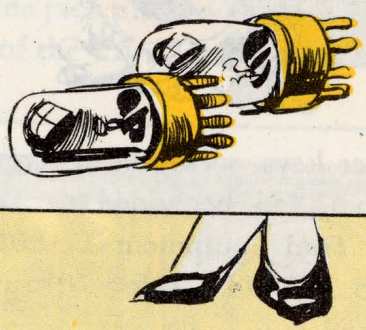
If you turn the LINE ADJUST control too far to the right, you can burn out the fuse light.

So, make sure you don't give that control a full clockwise turn. That means a voltage overage and a zapped lamp.

To play safe, do this:

Before you power your TV-7( ), turn the LINE ADJUST control fully clockwise, then back it off approximately halfway.

Next, power the tester. Then, make the adjustment to correspond with the tube to be tested, the way TB 11-6625-274-12/1 (Jan 62) and its changes tell you.



In making the test, don't hold down the pushbutton any longer than you have to for a meter reading. Too long a holddown can damage the tube.

Never leave the TV-7( ) powered in the extreme clockwise or counterclockwise setting.

Dust and dirt can crud up your set, especially at the switch contacts. It can sift down through the socket receptacles, jacks and adapters.

You'll do well to keep the cover on any time the set's not in use—and frequent cleanings with the control panel removed will help keep the dirt down.

WANTED: BELT CLIP

Dear Half-Mast,

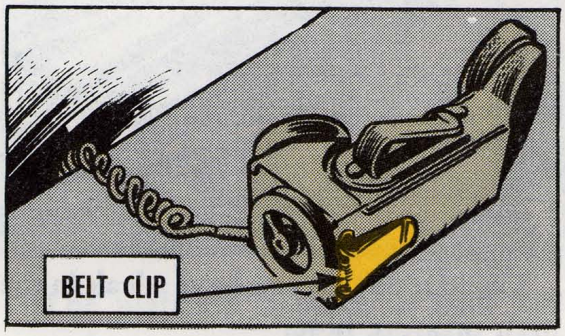
We're getting some new TA-1/PT telephones in without belt clips. Are the clips required? If so, what's the FSN?

CPT H. T. I.

Dear Captain H. T. I.,

Somebody goofed, Sir. The belt clips are required, and if any new sets you get don't have 'em, turn 'em back in as incomplete. For older sets, about the only way you'll get the clip by itself is to cannibalize . . . or from salvage. There is no FSN, because the clip's not stocked.

Half-Mast

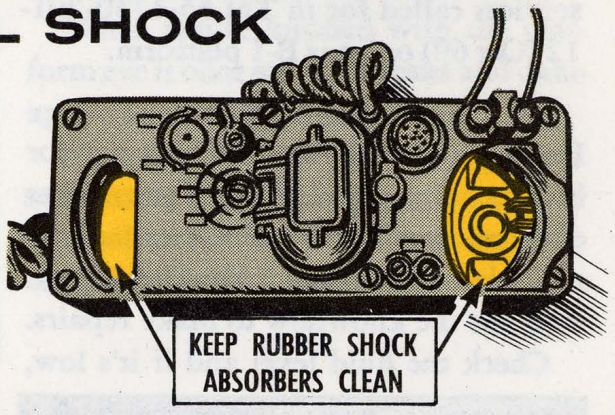


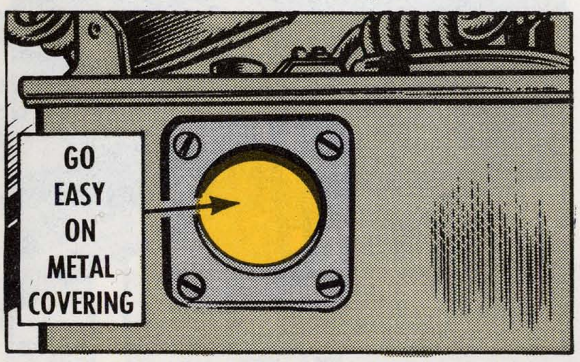
A REAL SHOCK

Wanta preserve the rubber shock absorber that cushions the mouthpiece of the TA-312/PT telephone set?

Stave off fungus-induced dry-rot by swabbing the rubber frequently with an alcohol-dampened cloth, then dry the rubber thoroughly.

Same thing goes for the rubber that fits around the hook-switch.





Y'gotta have a buzzer diaphragm that's sensitive, and the one you've got has only a thin metal covering. It's so sensitive that you can probably cut down the buzzer sound by merely pushing a finger against the covering.

In other words, a sharp point or hard nudge can punch through the covering and mess up the ringer. Take care.

A LOFTY

Comes the time when you bird mechs pull way-up maintenance, like on a Chinook (CH-47) main rotor head, the B-1 maintenance platform is just what the doctor ordered.

You won't get your baby off sick call on time, tho, if you have to fumble around with a platform that doesn't rise to the 10-ft limit even when you jack like ninety with the hydraulic pump handle.

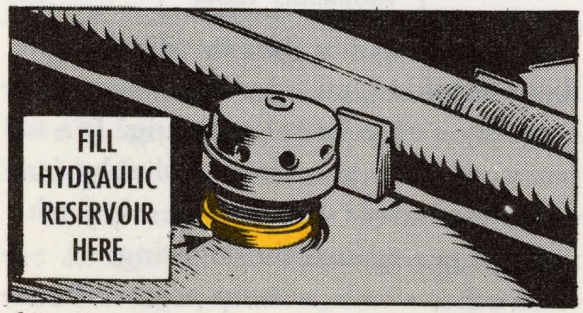
Could it be that you have a leak in the high pressure hose?

If so, somebody goofed on the PM services called for in TM 55-1730-201-12 (Oct 69) on your B-1 platform.

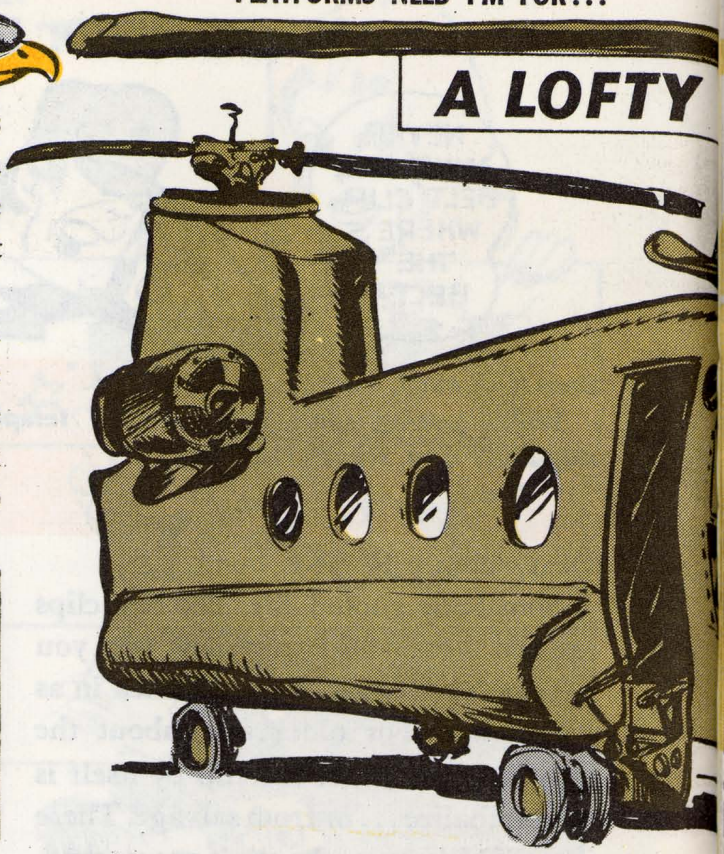
DAILY PM

Eye the hydraulic lines and fittings for leakage. If you find a leak, or any other damage, pass the word to the maintenance honcho. A 68H hydraulics repairman has the knowhow to make repairs.

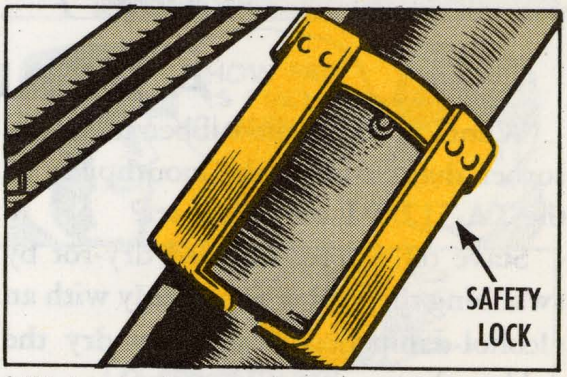
Check the fluid level and if it's low,

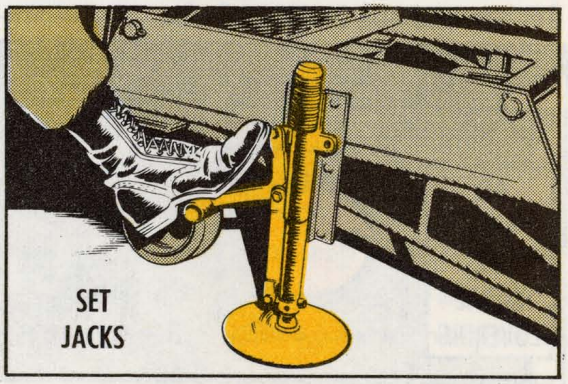


fill the reservoir with MIL-O-6083 to one inch below the filler neck.



Make sure the hydraulic cylinder safety lock is in position and the 2 immobilizing jacks are set . . . could head off a sudden let down!





A LOFTY PERCH

Comes the time when you bird mechs pull way-up maintenance, like on a Chinook (CH-47) main rotor head, the B-1 maintenance platform is just what the doctor ordered.

You won't get your baby off sick call on time, tho, if you have to fumble around with a platform that doesn't rise to the 10-ft limit even when you jack like ninety with the hydraulic pump handle.

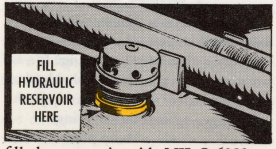
Could it be that you have a leak in the high pressure hose?

If so, somebody goofed on the PM services called for in TM 55-1730-201-12 (Oct 69) on your B-1 platform.

DAILY PM

Eye the hydraulic lines and fittings for leakage. If you find a leak, or any other damage, pass the word to the maintenance honcho. A 68H hydraulics repairman has the knowhow to make repairs.

Check the fluid level and if it's low,



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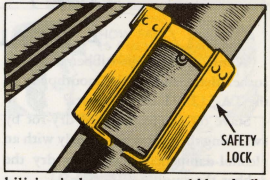
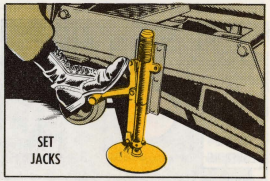
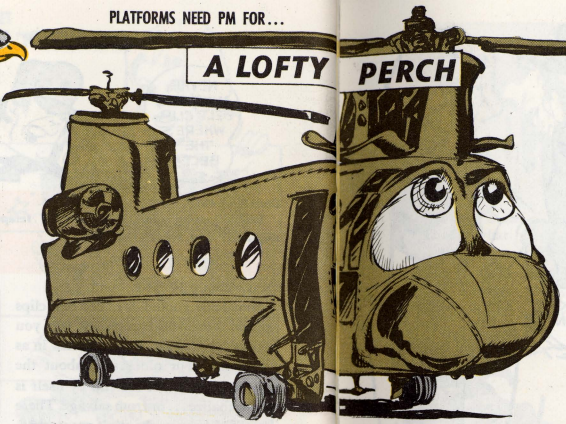




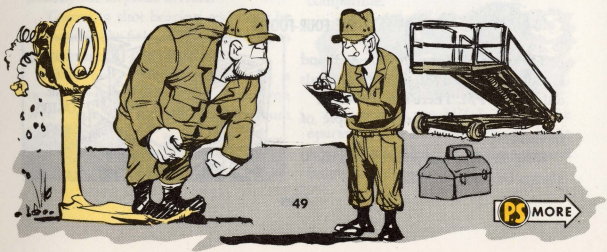


The hand rails should be in place. Beats groping in space if you lose your balance.

The platform is made to hold 500 pounds—say you and your buddy, plus a tool box. An overload can break it.

When you're finished with the platform eye it once more for leaks and damage—and check the fluid level.

No records are needed for operator services. It's the type of maintenance a numbah-one mech just naturally pulls on the tools of his trade.



PS MORE

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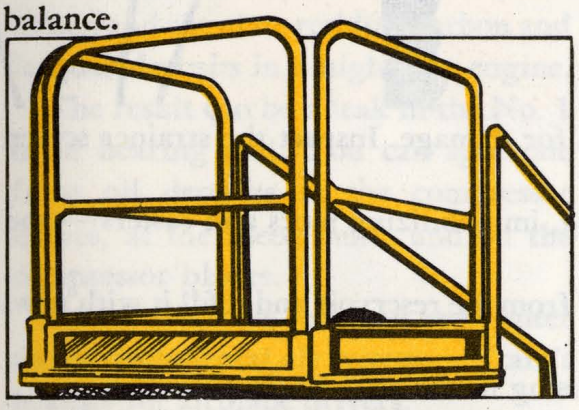

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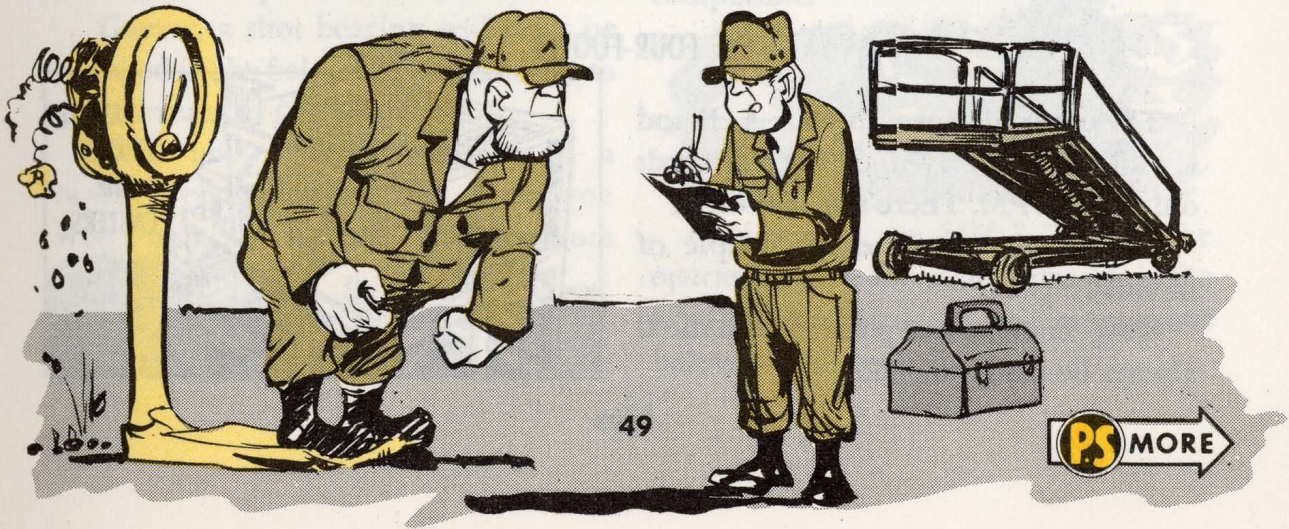


P.S MORE

MONTHLY PM

The monthly and yearly services are something else again. They're pulled by 67 or 68H types. A DD Form 314 has to be kept when the service is done under the supervision of maintenance personnel.

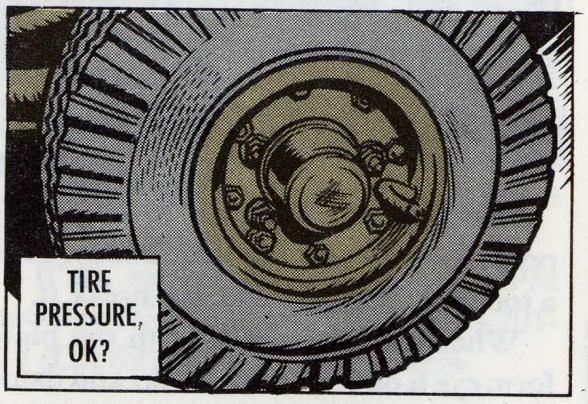
Every month do the operator's daily bit.

See to it the platform is clean . . . slips hurt!

Operate the platform to see that it works right.

Paint job needed?

Eye the tires for cuts, wear and the right inflation — 40 PSI.



Check the hydraulic lines and fittings for damage. Inspect the strainer screen and clean it if it's dirty.

Every 2 months lube the wheel bearing, immobilizing jacks and casters — and check the hydraulic fluid level.

Every year drain the old hydraulic oil from the reservoir and refill it with new, red juice.

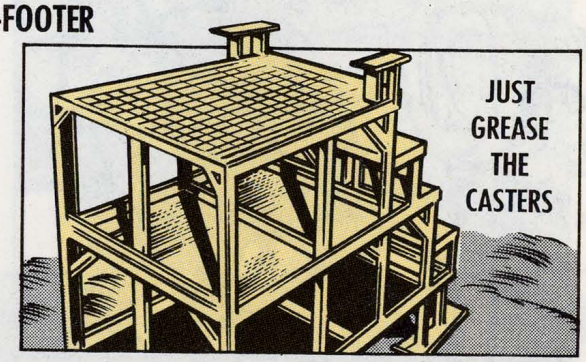
That's about all it takes to keep you rising to the occasion in your B-1.

EYE FOUR-FOOTER

The other platform in your A, B and C tool sets, FSN 1730-624-0684, needs only a little PM. There's no TM on it.

Grease the casters every couple of months.

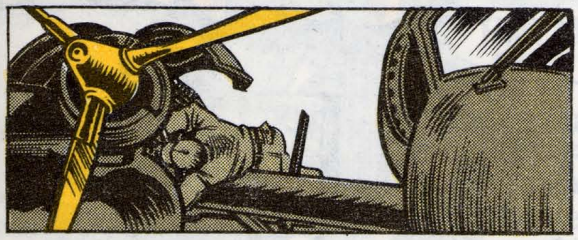
Keep 'er clean and painted, and she'll always be ready to roll.



STICKY WICKET...

That's what you'll have on your hands if you change from one engine oil to another without a little planning.

Like—changing from MIL-L-7808 to MIL-L-23699 in your Mohawk (OV-1) turbine engines.



The newer MIL-L-23699 oil will loosen and circulate residual carbon and lacquer deposits in a high-time engine.

The result can be a leak in the No. 1 main bearing seal. You can spot one from oil deposits at the compressor halves, at the bleed band, and on the compressor blades.

Fumes from the leak can even enter the environmental air system . . . 'tain't healthy for airplane drivers.

'Course, a shot bearing seal can't be changed in the field, so the engine has to go to overhaul (ugh!).

Your best bet? Changeover on a newly overhauled engine. Then you won't have any internal sludge to gum up the works.

Run a high-time engine on MIL-L-7808 to TBO.

You can change oils on a low-time engine under 100-hours but you have to follow the steps outlined in para 9b of TB 55-9150-200-25 (Sep 67) on engine and transmission oils, fuels and additives.

The same change-over poop of eyeing engine strainers, filters and such is in para 1-67 of the Mohawk TM 55-1510-204-20/1-1 (Feb 70).

MIL-L-23699 and MIL-L-7808 are similar synthetic base oils and are compatible. You can mix 'em if you're out in the boonies and run short of the type you use.

Mixing synthetic base oils will tend to downgrade MIL-L-23699 to MIL-L-7808, tho, so avoid it except under emergency conditions.

NEVER mix synthetic oil with mineral base oils, MIL-L-6082, MIL-22851 or MIL-L-2104. They're chemically incompatible.

Continue to use MIL-L-7808 if the operating area for your Mohawk is the frigid North, birdmen, at temperatures below –25 degrees F.

67, 68H TYPES...

SLIPS CAN

When you jack up one of Uncle's birds you're lifting an expensive piece of equipment. That's why you want to use and maintain those 5, 10 and 12-ton jacks in your organizational maintenance tool sets by-the-book.

Say, for example, you need to cycle the landing gear on a Mohawk (OV-1).

THUD

SAFETY FIRST

PLAY IT SAFE AND ROPE OFF THE AREA, PLANT A COUPLA SIGNS READING...

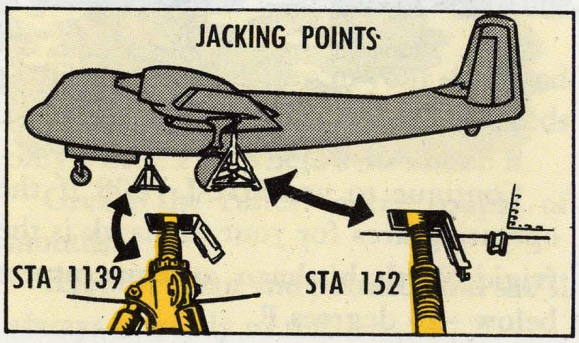
CAUTION, AIRCRAFT ON JACKS

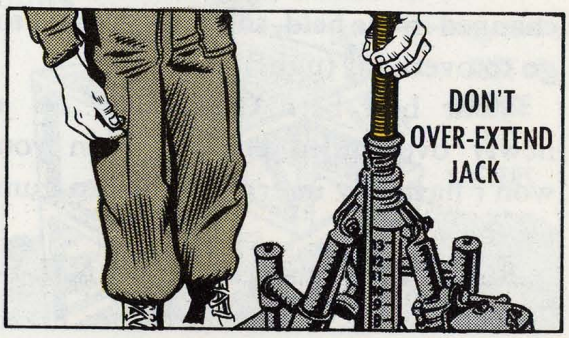
Eye the bird organizational maintenance pub to locate the wing and fuselage jacking points and the weight of the load to be lifted.

Two of those 10-ton capacity B-6 jacks — one at each wing jacking point — and one 5-ton capacity jack at the forward jacking point will fill the bill. You can take out or add jack sections to get a lifting height from 2 to 6 feet on the B-5 and from 3 to 12 feet on the B-6.

The word on raising and lowering your B-6 is in Chap 2 of TM 55-1730-208-13 (Jun71).

Remember that turning the extension screw out of the ram more than 12 inches on the B-5, or more than 18 inches on the B-6, is a no-no . . . could strip the screw threads under load.





67, 68H TYPES...

SLIPS CAN HURT!!!

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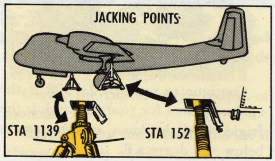
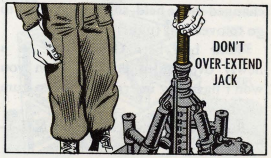
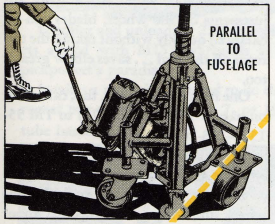




Plant the jack feet on solid, level ground. If you're out in the boonies and the ground is soft, use a plank under each foot. This is a yes-yes during the rainy season when jacks settle in the mud.

Place the jack so that a line drawn thru the inboard 2 feet will be parallel to the fuselage.



To head off any "tilt" get an assist from your buddies. Raise all 3 jacks at the same time by jacking slowly and evenly.

When the landing gear is clear tighten the ram lock nut against the cylinder and tighten the retainer screw.

By the way, when you pull the engines on a Mohawk put a jack under the tail tiedown for support . . . no jacking allowed. Otherwise, she'll be draggin' her tail due to a shift in the center of gravity.

PM NEXT

Keeping your jacks rising to the occasion takes just a little effort.

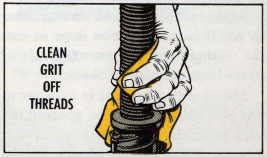
Before and during use, eye the jack for oil leaks, loose or missing bolts, nuts, loose hose connections, kinks in the hose and damage. Repair 'em on the spot or pass the word to your maintenance honcho if the talents of a hydraulic repairman are needed.

Check the oil level in the reservoir before use. If needed, add hydraulic fluid as called for in the TM, to bring the level to within 1 inch of the filler hole.

Before, during and after use, eyeball the hose connections, pump and the cylinder and ram for leaks.

Before and after use rotate the casters. A little GAA grease will keep 'em rolling.

To save wear and tear on your jack, clean the grit from the screw and ram threads.



Lube the jack according to the lube chart in the pub, and it'll be ready to give your baby a lift.

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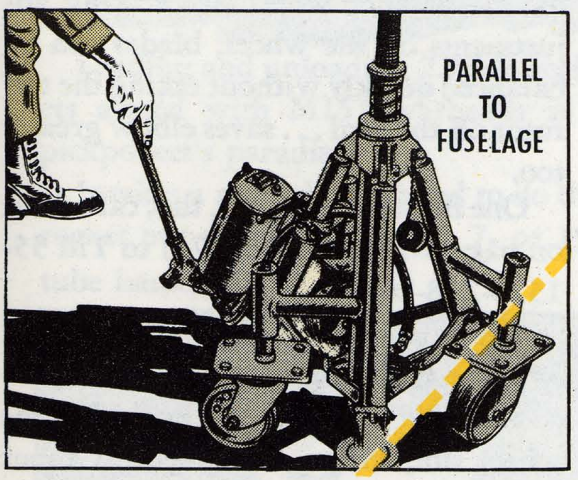

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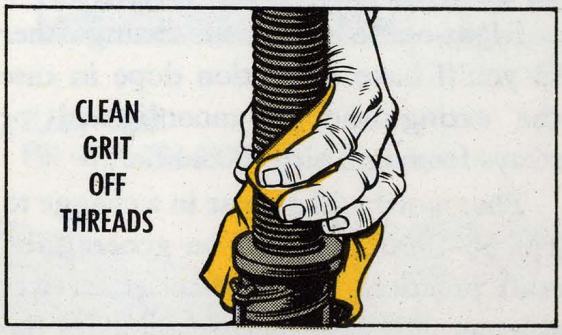

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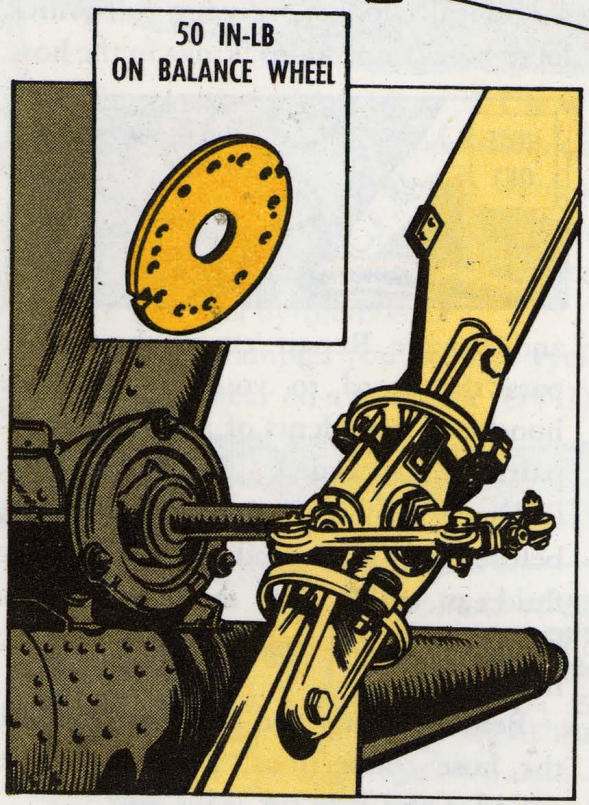
EASIER BALANCING



The next time your favorite Kiowa (OH-58A) throttle jockey writes up a high freq "buzz" in the tail rotor, don't sweat it!

S/N 70-15110, and later birds, now have a balance wheel. By making adjustments on the wheel, blades can be balanced quickly without taking the tail rotor off the bird . . . saves elbow grease, too.

One installation point, tho, called out on page 8-19, Ch 1 (Jan 71) to TM 55-1520-228-20:

Too much torque on the wheel will strip the wheel threads.

So, using a spring scale hooked in the wheel slot, torque the wheel to about 50 in-lb—no more.

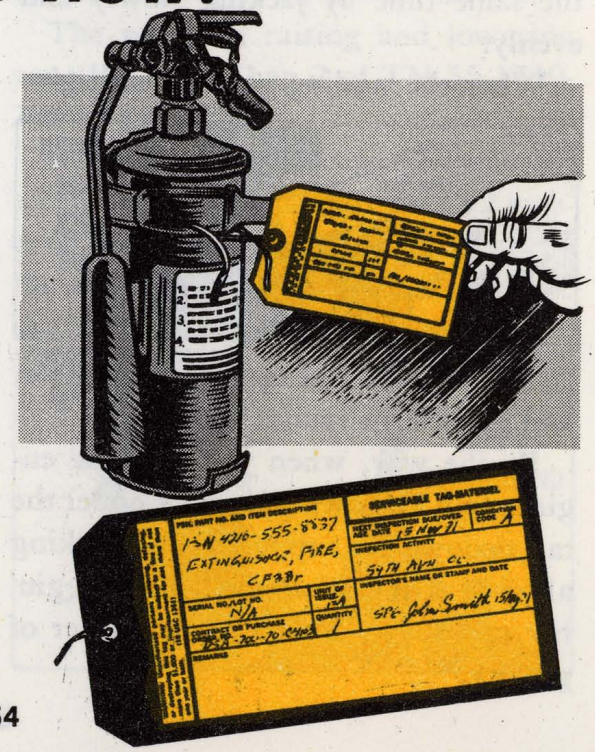
TAG IT NOW!

You birdmen weight-test the CF3Br fire extinguisher in your aircraft every 6 months and make the inspection entry on the DA Form 2408-18, right?

Right-on! Also tag the extinguisher so you'll have inspection dope in case the extinguisher is moonlighted or strays from one bird to another.

That word will appear in a change to TM 55-1500-204-25/1 on general aircraft practices. Use a materiel serviceable tag, DD Form 1574, and enter the next inspection-due date.

TB 750-126 (Oct 70) tells you how to fill out the tag.



MAXI-HELP FROM MINI-TOOL

Loading and unloading 2.75-in rockets armed with M151 warheads is a pickpocket's paradise!

It takes a mini-skinny hand to do the rocket put-or-take bit in any 7- or 19-tube launcher.

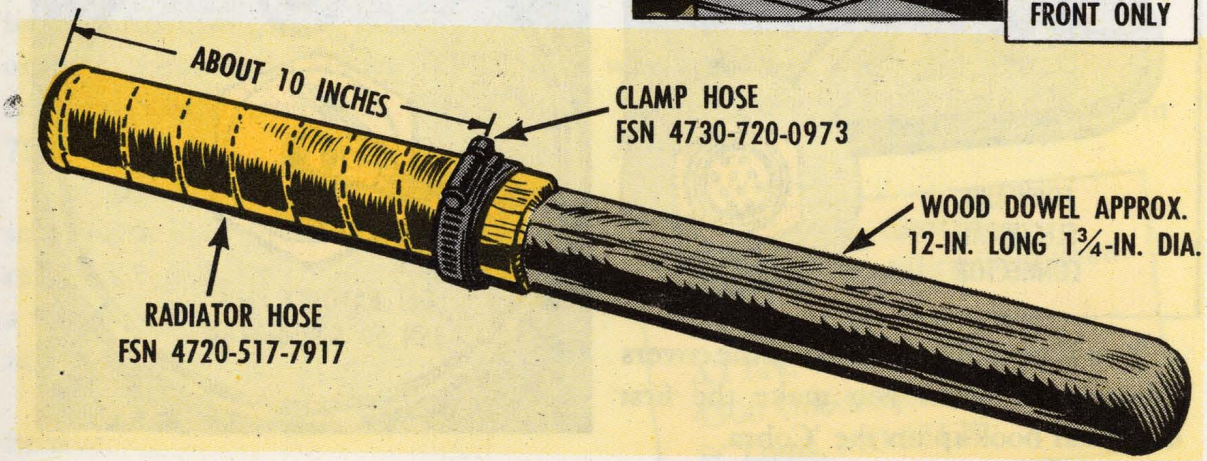
Here's a tool that'll help you push the rocket rearward till it engages the detent, or to remove the rocket when unloading.

You can make it from pick-up items found in any unit.

Don't baby the job when you use the tool. A firm, smooth push after starting it over the rocket fuze will set it firmly on the tapered part of the warhead.

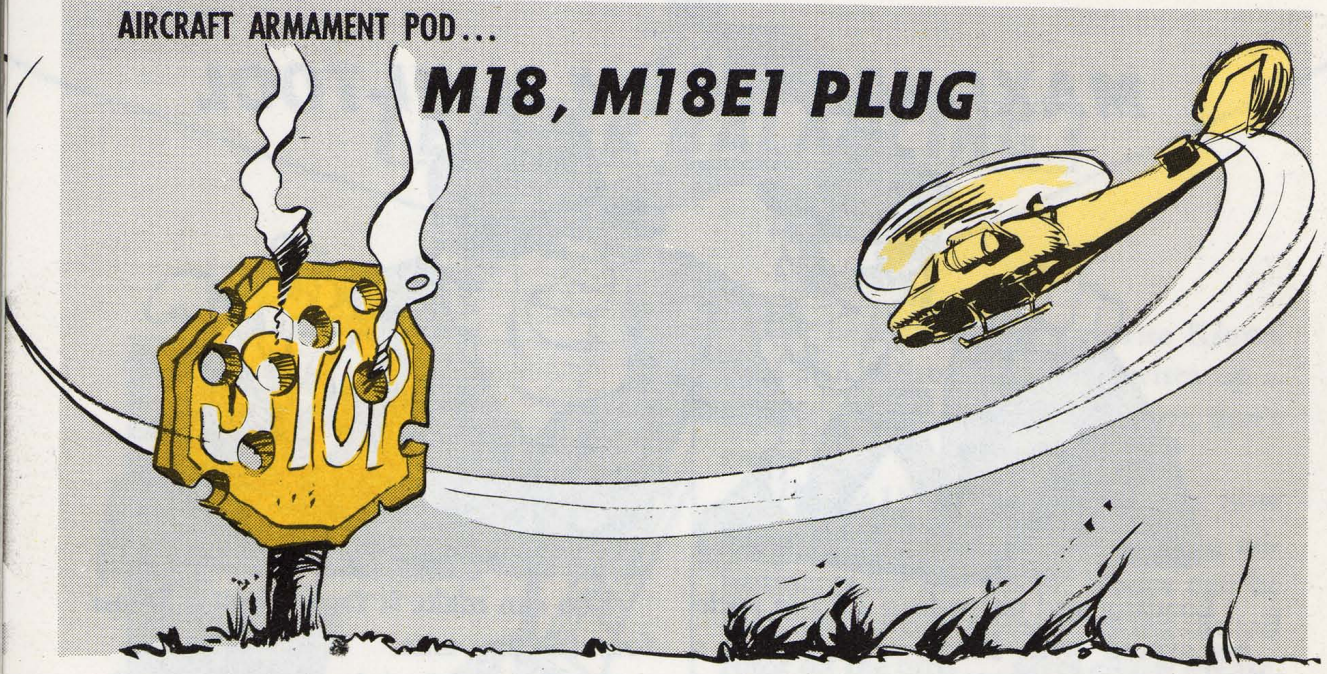
A suction — vacuum — is formed and you can easily, quickly, and safely load or unload the rocket.

Always load and unload from the front — and you won't forget to release the detent on the launchers before unloading, will ya?



AIRCRAFT ARMAMENT POD...

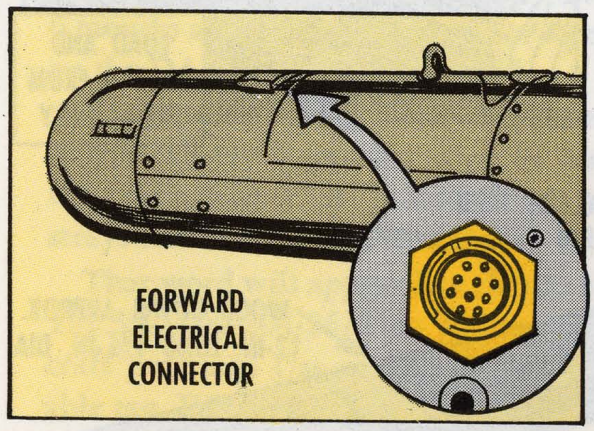
M18, M18E1 PLUG



A runaway M134 minigun—after trigger release while airborne—can give you a case of instant drymouth and puckeritus.

'Course, there could be more'n one goofup to cause such a snafu . . . like maybe a short in the battery and control assembly circuitry of the M18, M18E1 armament pod.

When you get a new pod, you'll find a plastic cover on the forward and aft electrical connectors—to protect the cannon plugs from getting beat up during shipping.

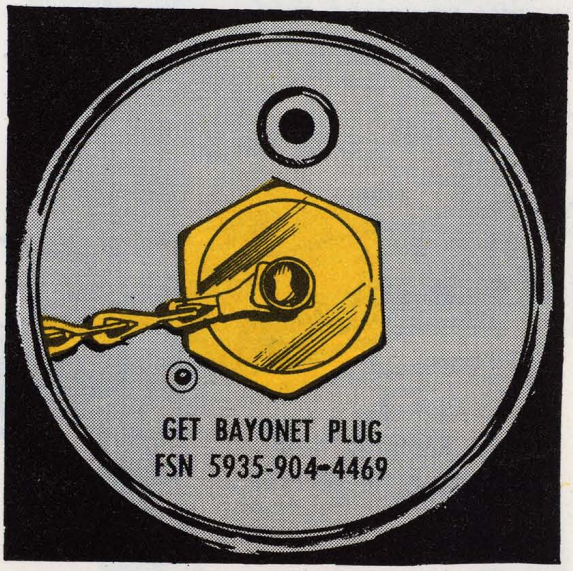


You'll probably toss one of the covers "thataway" when you make the first electrical hookup on the 'Cobra.

Don't count on using the remaining one as a permanent seal against the weather. Deterioration and normal chopper vibrations will lose it for you. When this happens, water . . . rain or condensation . . . gets into the connection and shorts out the cannon plug.

And that's all she wrote . . . b-r-a-t-t-t! ! !

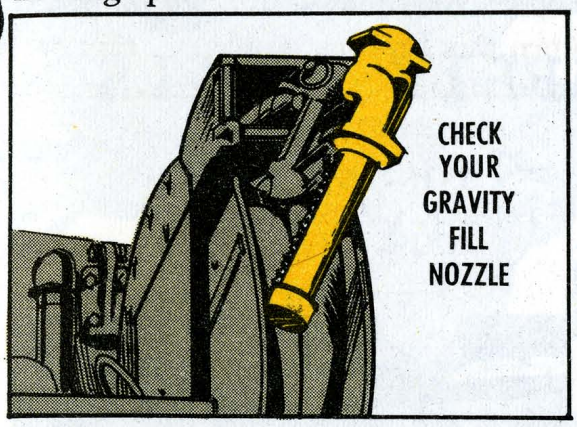
A permanent type bayonet plug, FSN 5935-904-4469, will stop this bummer trip. It makes a watertight cannon plug seal—ready for use time after time.



MUZZLE THE NOZZLE

On your toes, you gas pumpers.

Be on the lookout for the gravity fill nozzle that's about to go on a free-flowing spree.

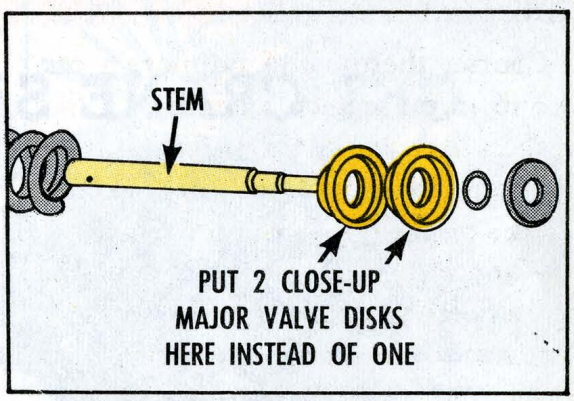


You probably have one around if you operate the Highland Model 2000 truck-mounted tank and pump unit, liquid dispensing, FSN 4930-877-8678 or the Highland Model TRL2500 trailer-mounted tank unit, FSN 4930-752-9983.

The liquid dispensing nozzles don't stop the flow of fuel when the lever is released, especially when a container or a vehicle can't take the full 50-gal-per-minute stream.

Here's how to make the nozzle behave.

Put 2 major valve discs, PN 13601-3, (item 19) on the nozzle stem, PN 13601-5A (item 11) instead of only one shown



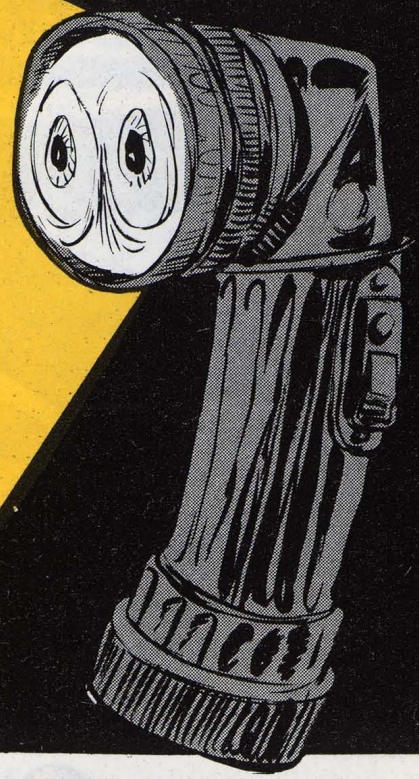
in Fig 17 of TM 5-4930-227-24P (Apr 70). The disc is a component of the fuel nozzle repair kit under FSN 4930-770-8430.

That extra disc should stop the flow when the lever is released.

If it doesn't, send an EIR (DA Form 2407) to:

Commanding General
U.S. Army Mobility Equipment
Command
ATTN: AMSME-M
4300 Goodfellow Blvd
St. Louis, MO 63120

BRIGHT EYES



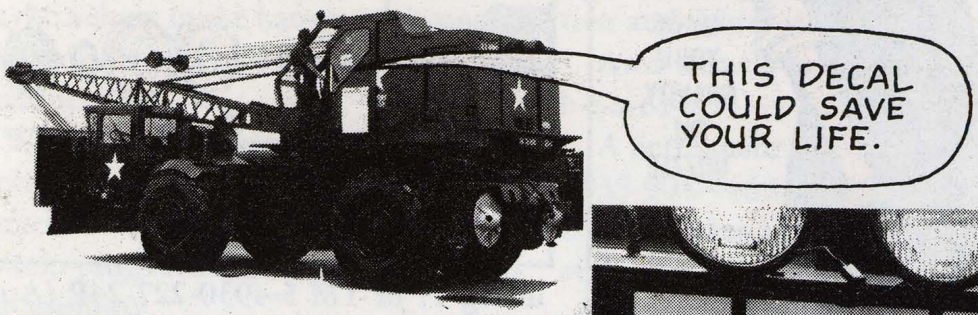
Your explosion-proof flashlight can be souped up for special jobs like inspecting POL tanks.

All you do is replace the 2 standard BA 30 batteries with 4 E94 cells. You can get 'em through local purchase. 'Course, along with this, you replace the PR-6 bulb with a PR-13, FSN 6240-844-1758.

The end result is a 6-volt light output.

The same deal will work with the standard flashlight. But for POL inspection and such, use only the MX 212/U explosion-proof flashlight, FSN 6230-161-6422.

GET CRANE SAFETY DECALS

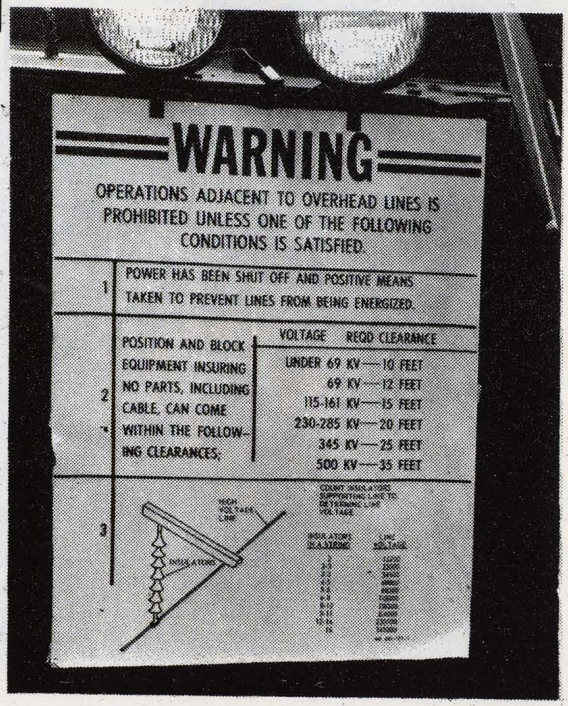


Come and get 'em . . . for safety's sake.

They're warning decals required on cranes and other such equipment operating near electric power lines.

TB 385-101 (Jan 71) tells you how to use 'em. The decals give the clearances required when working near high-voltage lines and other safety info that may save your life.

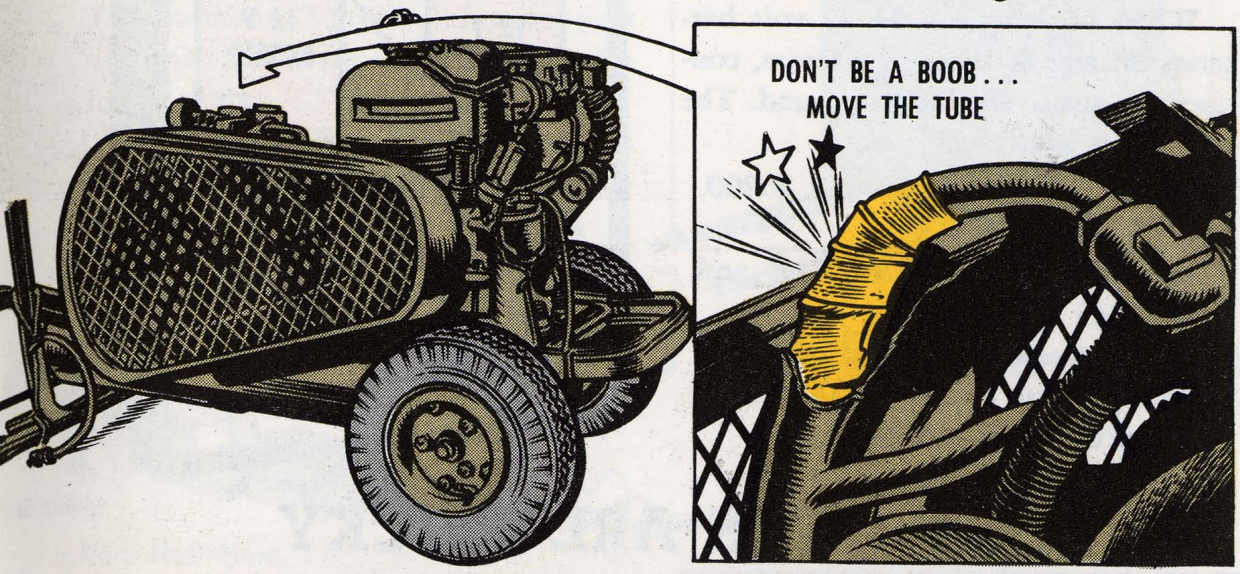
The warning decals are a one-time free issue. They come in a set of four under part number 385-101 (19099). Source of supply is A12.



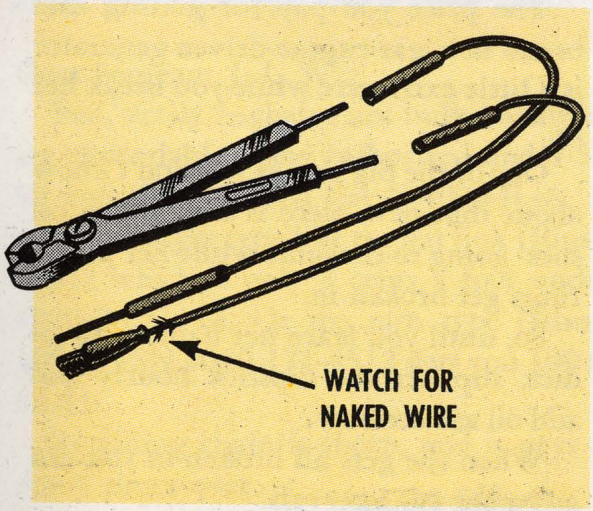
Cuttin' off the nose to spite the face never did work. So it is with your LP-832-ENG-2 or LP-512-ENG-2 air compressor.

If its drive-belt guard is slicing into the aftercooler tube, get the tube out of the way. It's as simple as that.

Reposition the tube so you don't have any more rubbing, chafing or cutting caused by the vibratin' belt guard. 'Course, you never operate an air compressor with the belt guard off.

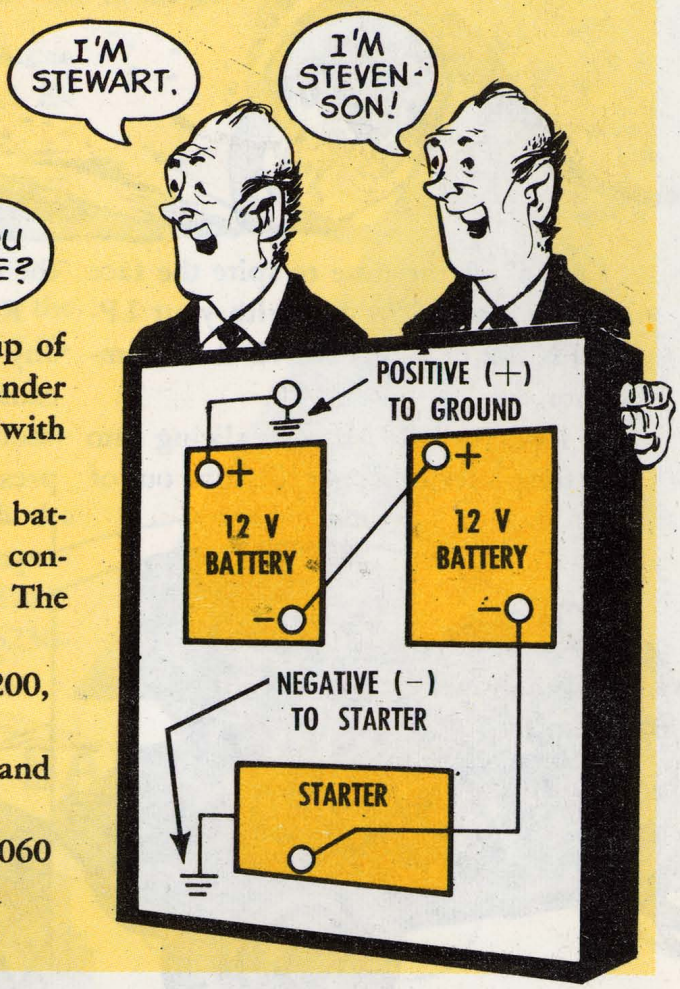


TOSS THE PULLER



Before testing an electrical circuit with your fuse puller and test light FSN 5120-224-9458 . . . stop, look and scrutinize. If the puller was made by Star Fuse or Midway Electric — watch it! The insulation on the lead with the clip pulls back leaving a naked wire — making things ripe for a shocking time. Either tape the leads or replace the puller with a new model made by Superior Fuse that's now being issued under the same FSN.

POSITIVE GROUND

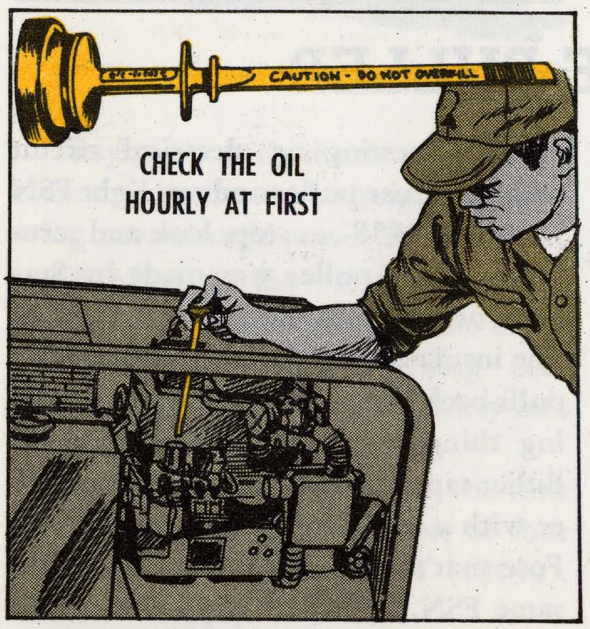


The engines in the whole group of 45-KW 400-Hz generators issued under LIN J37342 have a 24-volt system with a positive ground polarity.

When hooking up the 12-volt batteries on any of these generators, connect the positive cable to ground. The generators are:

Stewart & Stevenson Models 26200, 28100 and 52300
Cummins Models JSGA-601-45 and JS-6-G-45
Consolidated Diesel Model DSL 4060
Hollingsworth Model JHDX45A
Harnischfeger Model 400A

NEW ONES ARE TRICKY



It's what you might call a swap-off.

The price you pay for getting that brand new gas-engine-driven generator is a little extra care while you break her in.

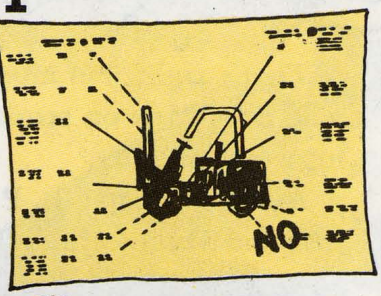
One of the big things you don't know about that new piece is how much oil shes' going to consume while her piston rings get broken in.

So, until you learn her habits and oil diet, slip her the dipstick hourly and add oil as necessary.

When she gets all broken in you can go by the LO intervals.

MHE TIE-ROD ENDS...

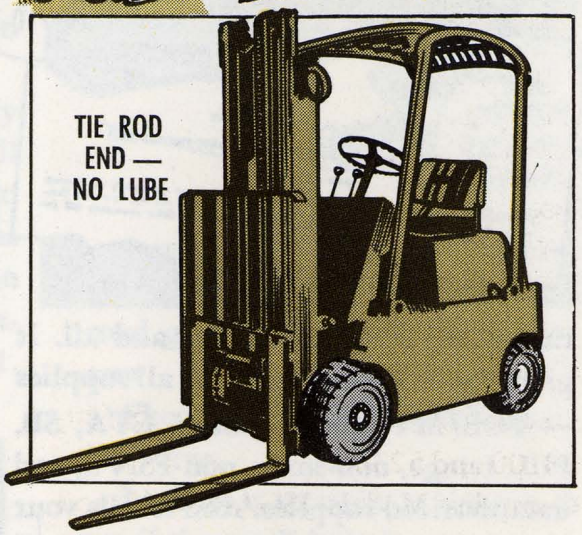
PASS SOME BY



Some tie-rod ends need lubing and some don't.

The ones on the 4000-lb Hyster S40CP (Army Model MHE 203) forklift fall in the do-not-need lubing class. They're the sealed type with permanent lubrication and are not equipped with lube fittings.

Although LO 10-3930-607-12-1 (May 69) shows they're to be lubed—pass 'em by.



HOW MUCH FOR A LINK...?

MAYBE LESS'N Y' THINK

Dear Half-Mast,

Bead-type chains on outlet covers, cable yokes, and generator panels are always breaking or letting the cap or lid get lost. Commo and generator TM's never give chain FSN's, so we scrounge. Got a better idea?

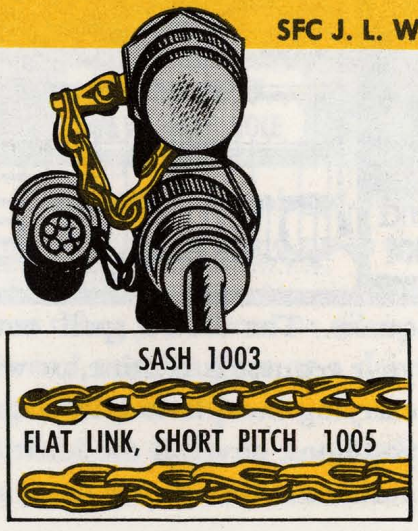
SFC J. L. W.

Dear Sergeant J. L. W.,

Yea, verily—chains are bulk hardware, and are expendable items authorized under SB 700-50 and listed in Fed Cat C-4000-IL-A. But do pick a stronger type like the flat link (Illustration 1005) which is only 5 cents a foot under FSN 4010-262-3123. Or the sash type (Illustration 1003); FSN 4010-171-4512 gets you 100 feet for $2.83.

Retaining chain is cheap, and it pays its cost many times over.

Half-Mast

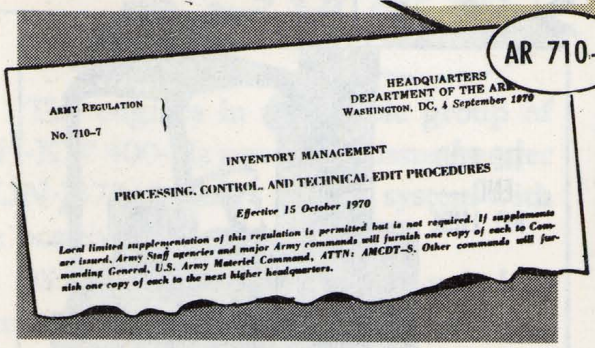


IT MAKES YOUR OWN KIND OF MUSIC...

THE BOTTLE-NECK

That's right. No more confusion on who does what on requesting and issuing your supplies.

AR 710-7 (Sep 70), Processing, Control, and Technical Edit Procedures, sets


AR 710-7

HEADQUARTERS
DEPARTMENT OF THE AR
WASHINGTON, DC, 4 September 1970

ARMY REGULATION
No. 710-7

INVENTORY MANAGEMENT

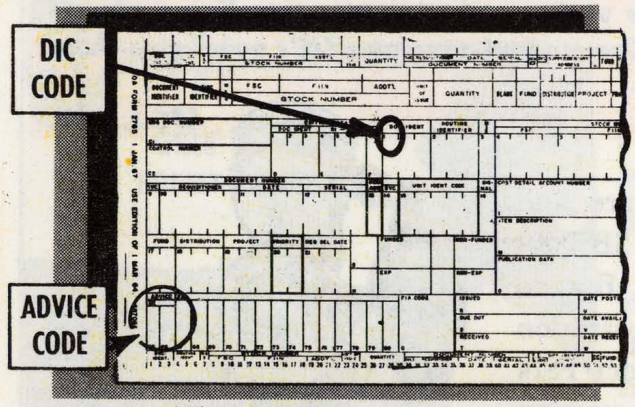
PROCESSING, CONTROL, AND TECHNICAL EDIT PROCEDURES

Effective 15 October 1970

Local limited supplementation of this regulation is permitted but is not required. If supplements are issued, Army Staff agencies and major Army commands will furnish one copy of each to Commanding General, U.S. Army Materiel Command, ATTN: AMCDT-S. Other commands will furnish one copy of each to the next higher headquarters.

the record straight for one and all. It gives you SOP on requesting all supplies —TOE/MTOE equipment, CTA, SB, PLL, fringe, non-stock, non-FSN'd, and unauthorized supplies. And it tells your supply support outfit how to handle all your requests—whatever your problems may be with publications, item identification, authorization, etc.

The AR also introduces you to the use of Document Identifier Codes (DIC's) in block 1 of your DA Form 2765 re-



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THE BOTTLE-NECK BUSTER

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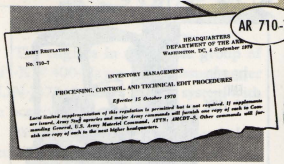

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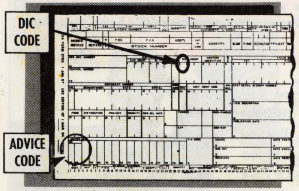
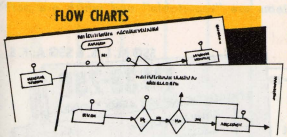


quests. The DIC's spell out whether your request is routine, or whether it's carrying **exception data**—which means you don't have all the identification or authorization info you need, and supply support owes you special help with the request.

The AR also spells out the advantages of using Advice Codes to speed-up your supplies. Those codes go in block 22 of your request, when you want to give supply support firm instruction on specific requests.

You can browse through the supply support section of the AR—so's you'll know how your requests are filled. But, your important SOP is in the AR's paras 1, 4 and 9. The step-by-step SOP on making out a repair parts request is set-up in a flow chart in the AR's Fig 1.



Making out a request for other items is covered in a flow chart in Fig 2.

THE DIC'S

The DIC you use in column 1 of your 2765 depends on where you are, and what your request covers. For example:

AØA — Says you're stateside and the request has an FSN.

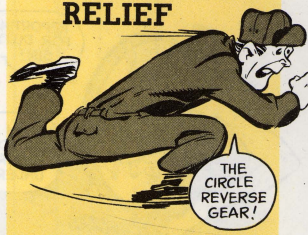
AØE — You're home, but you're using exception data.

AØ1 — Is for 2765's with FSN's, when you're overseas.

AØ5 — For requests with exception data when you're over there.

The DIC's are listed in App D, AR 735-35. The Advice Codes are in App A.

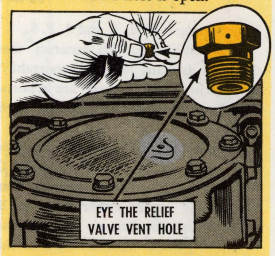
440HA CIRCLE RELIEF



Step lively . . . The circle reverse gear assembly on your 440HA road grader may need relief right now.

Check out the vent hole of the relief valve.

Look at it straight in the eye to see if the small hole is open.



If it's clogged or painted-over, lots of pressure can build up in the gear assembly.

Next thing you know an oil seal blows and a worm gear or a drive gear goes to pot.

So, keep it clean as a whistle, man.

BUSTER

support owes you special help with the request.

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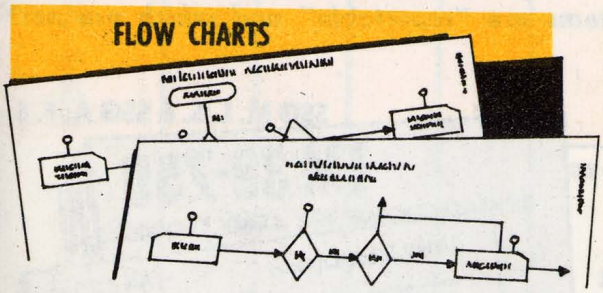

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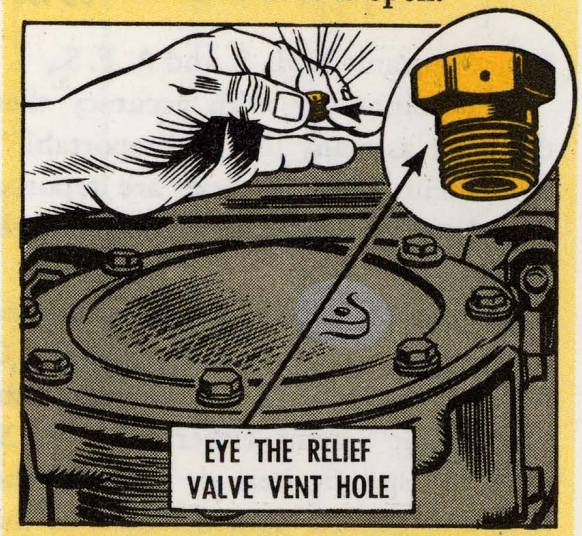


If it's clogged or painted-over, lots of pressure can build up in the gear assembly.

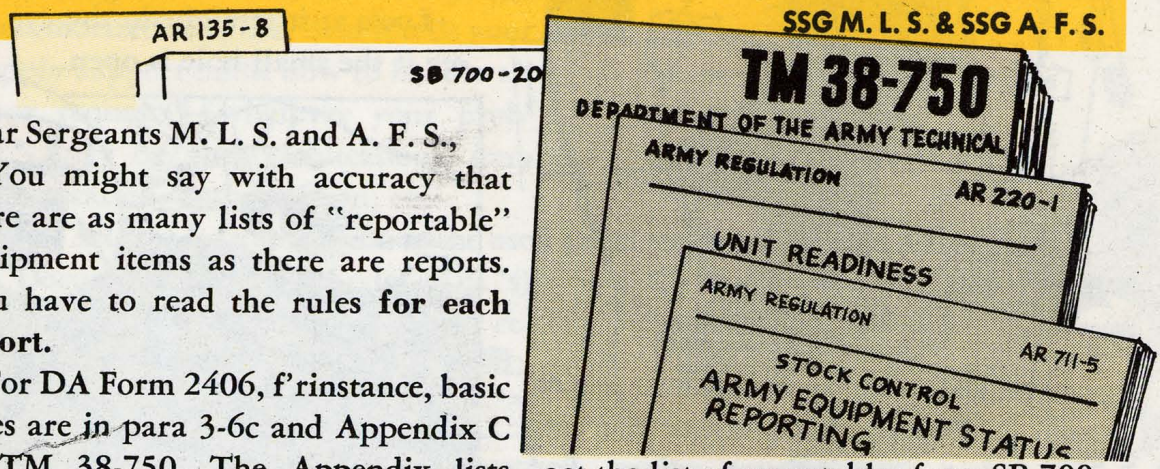
Next thing you know an oil seal blows and a worm gear or a drive gear goes to pot.

So, keep it clean as a whistle, man.

"REPORTABLE" ITEMS

Dear Half-Mast,

How can we tell which equipment items are "reportable" and which are not? Everybody has a different answer.



Dear Sergeants M. L. S. and A. F. S.,

You might say with accuracy that there are as many lists of "reportable" equipment items as there are reports. You have to read the rules **for each report.**

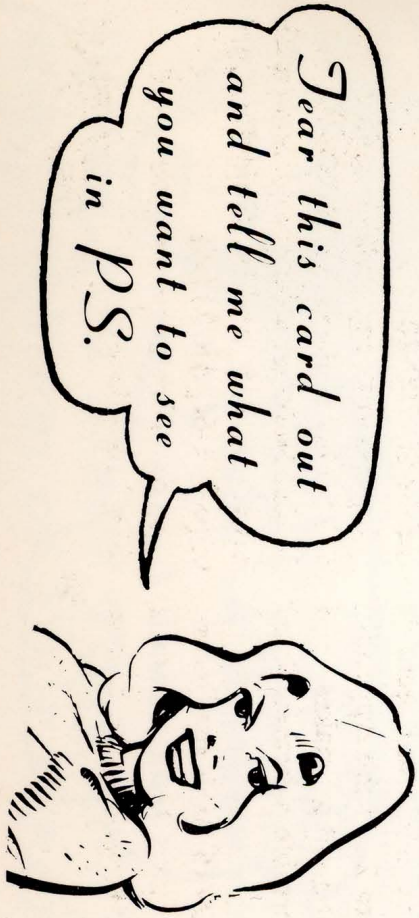
For DA Form 2406, f'rinstance, basic rules are in para 3-6c and Appendix C of TM 38-750. The Appendix lists "reportable" items either with an X after the specific item or opposite the ECC and generic nomenclature. If the X is opposite the ECC and generic nomenclature, para 2a of the Appendix says "all corresponding makes and models" are reportable whether listed or not.

For DA Form 2715 (unit readiness), basic rules are in para D-1, Appendix D, of AR 220-1 and its Change 1. You get the list of reportables from SB 700-20. Comparable info for DA Form 2841, Reserve Unit Readiness, is found in para D-1, Appendix D, AR 135-8 and in SB 700-20.

Equipment reportable under AR 711-5 also is listed in SB 700-20. But the list is longer (including items with RICC's 1, 2, 5 and 6). Guidelines are in para 1-6f, AR 711-5.

So don't try to put all your "reportables" in 1 basket.

Half-Mast



DEAR CONNIE OR BONNIE: I would like PS Magazine to run an article about (describe your organizational maintenance problem):

_____

_____

_____

_____

_____

_____

_____

_____

I am in___ CONUS;___ SEA;___ Korea;___ Europe; Other_____

DEPARTMENT OF THE ARMY

PS MAGAZINE
FORT KNOX
KENTUCKY 40121

OFFICIAL BUSINESS

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PS MAGAZINE
FORT KNOX
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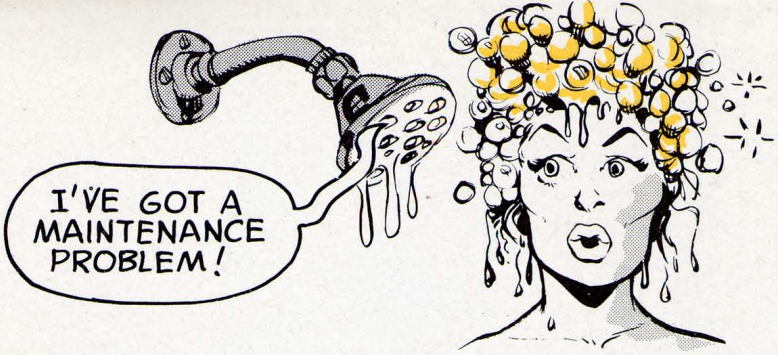
Connie's Mini Mini's



M715 Pin Tale

Here's the pin-down, lift-up and come-along deal on your M715 truck.

Tow it and tiedown it with shackles, FSN-2510-253-1098, reaching thru the front bumper (or under rear bumper).

To lift, take out pin, FSN 5315-455-6884, and use it to fasten the shackles to the hubs (in pairs) onto bracket, lift, FSN 2530-410-2275.

Trailer Brake Cable

Here's how you order a handbrake cable for your M101A1 or M116A1 ¾-ton trailer — ask for it by FSN 2530-967-6278, This's the cable listed with Part No. 10926095 in Ch 1 (Mar 70), TM 9-2330-202-14P.

Fix For M548

Haul out your TB 750-981-2 (Apr 71) and check Article 3-18. This tells you how to fix the latch-hinge setup on your M548 cargo carrier so the cargo door can't be taken off so easy. This'll help keep from busting up the hull — and it can save somebody from getting a busted leg, too, because that door can come down with a heckuva wallop if both sides are unlatched at the same time.

Heads Off Big Boom!

Anytime your bird is parked for servicing — for fueling, defueling, arming with rockets or ammunition, oxygen and hydraulic fluid replenishment — it's got to be grounded. That's the word in Chg 3 (Dec 70) to TM 55-1500-204-25/1 on general maintenance . . . para 1-52.

Azimuth Indicator Decal Needed

The see-'em-in-the-dark pointers on all series of M27, M28 and M31 azimuth indicators can be radioactive. That's why MWO 9-2300-395-20/1 (Mar 71) says to put a warning decal, FSN 1290-453-5624, on the azimuth indicator so nobody will get hurt.

Split For M114-Series

Check Item 1, Fig 26, page 31, TM 9-2320-224-25P (Dec 64), Insulation, PN 10925584. Now FSN 2990-933-5520 brings you the blanket (that big piece on the left in the picture). And FSN 2990-982-9670 is for the back pad. Usually the pad needs replacing more often than the blanket. This goes for all M114-series recon carriers.

Would You Stake Your Life right now on the Condition of Your Equipment?

☆U.S. Government Printing Office: 1971-759-029/3

OH NO YOU DON'T!
YOU GOTTA HAVE THAT 'OL SF46 (OPERATOR'S ID CARD) TO DRIVE THIS TRUCK...
TM 21-305
TECHNICAL MANUAL
MOTOR VEHICLES
MANUAL FOR THE
WHEELED VEHICLE DRIVER
...AND THAT MEANS YOU SHOULD BE UP ON ALL THE POOP IN
TM 21-305
(WITH CH 1 AND 2)